MICROFILM

START OF ROLL

ROLL NO.
183
construction
contracts
con't.

8308 Broadbent Sec. on Powers Hwy. S. of Myrtle Point (Grading & paving) 1975 [redacted]

C/A 5411 - 8-1-75
C/A 5396 - 7-28-75

8308

242

Salem, Oregon
April 21, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

D. O. Christensen
Final Design Engineer

F. D. Morrison
Resident Engineer

Broadbent Section
Powers Highway
Coos County

Attached you will find three sets of the suggested layout and details for the baffles in the 156-inch structural plate pipe at Rhoda Creek. It should be noted that these details call for the use of 1/2" x 5-3/16" Nelson concrete anchors (or equivalent) rather than the 7/8" x 8-7/16" as shown on the contract plans. The number of anchors per baffle has increased from 5 to 7 on the skewed baffles and from 3 to 4 on the normal baffles. The primary reason for reducing the size of the anchors is to prevent the burning of a hole through the steel plates if the contractor elects to place them with the use of a special welding gun used with this type anchor.

Also note that we are calling for #4 reinforcing in each face instead of the one hoop shown on the plans.

NEM:fw
Enc.
cc: C. T. Keasey - w/enc.
Alfred Shirley, Jr. - w/enc.
L. K. Watson - w/enc.
W. W. Redd

/ Versteeg ✓	RECEIVED
Olson	
Christensen	
Scott	APR 22 1976
Swenson	
Savage	ROAD DESIGN SECTION
Trout	

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Form E-106

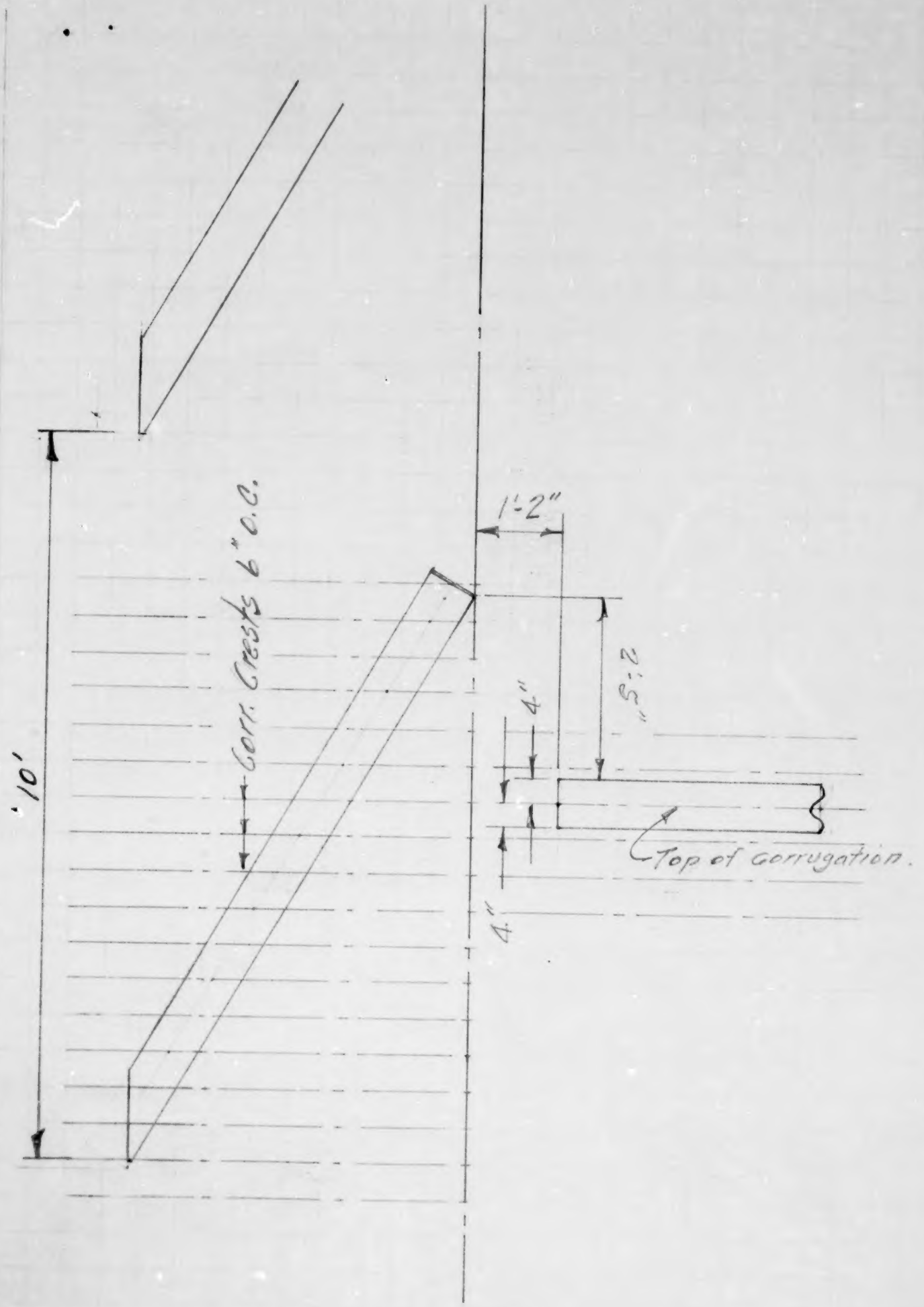
Job No. .....

Sheet ..... of ..... Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for BROAD BENT SECT. POWERS HWY. COOS CO.

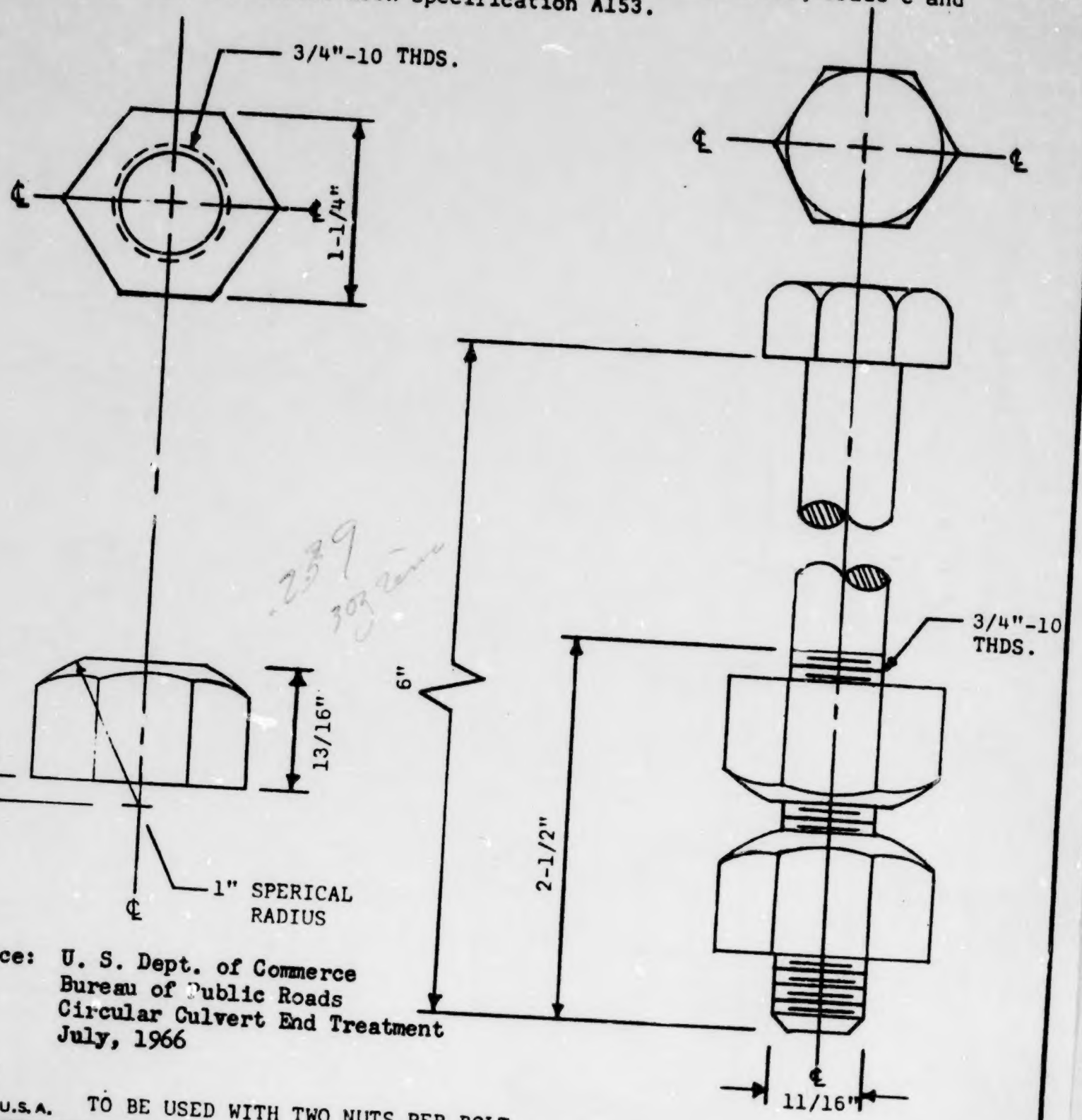
Made by ....., 19..... Checked by ....., 19..... Backchecked by ....., 19.....



11-71

SPECIFICATION FOR STANDARD MULTI-PLATE
ANCHOR BOLTS & NUTS

Bolt material shall conform to ASTM A307 - Grade B. Bolts shall have a nominal 3/4" (19mm) thread. Bolts shall be galvanized after fabrication to meet current ASTM specification A153. Nuts shall conform to ASTM A563, Grade C and be hot dip galvanized to meet ASTM specification A153.



Reference: U. S. Dept. of Commerce
Bureau of Public Roads
Circular Culvert End Treatment
July, 1966

LITHO. IN U.S.A.

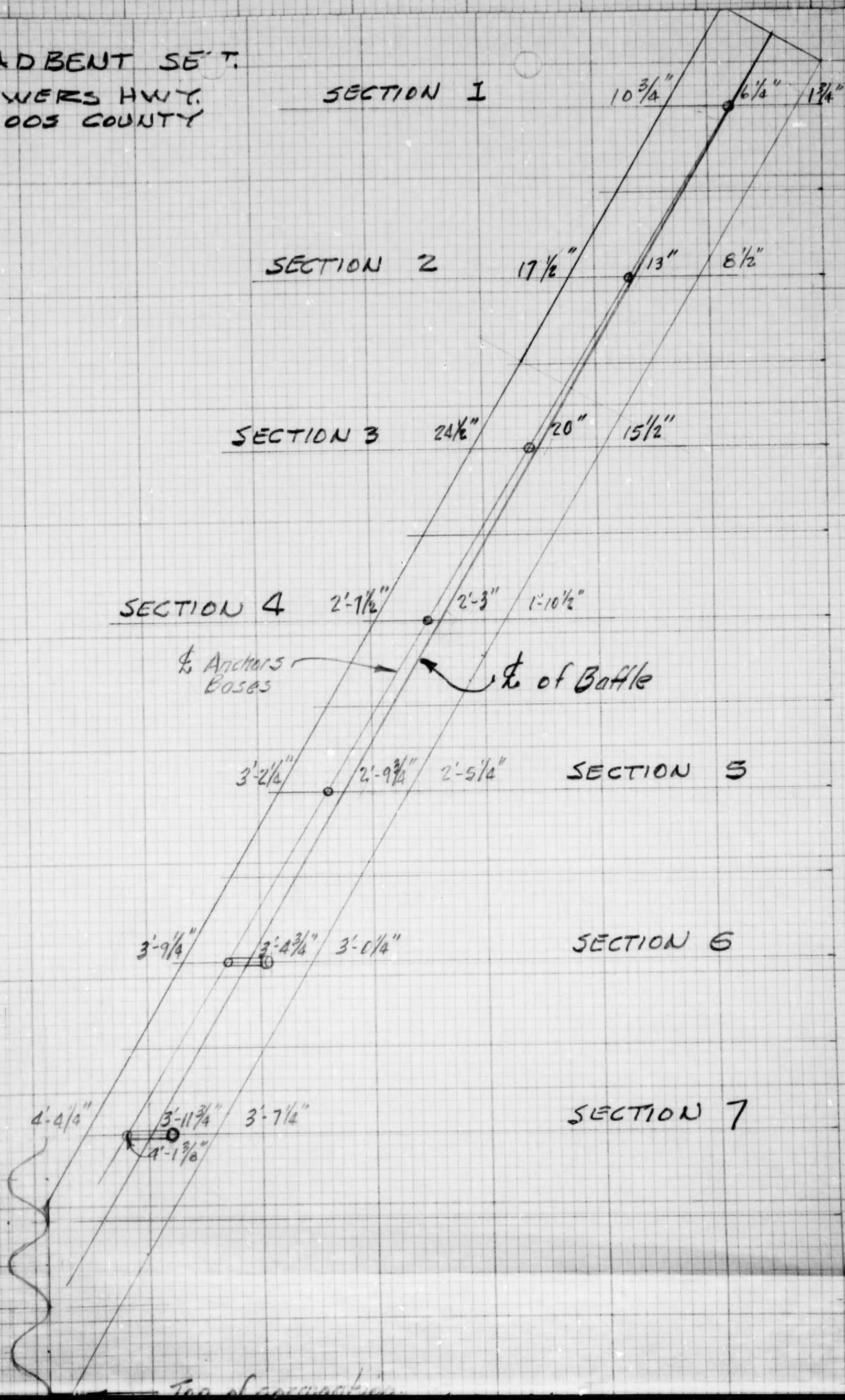
TO BE USED WITH TWO NUTS PER BOLT

Armco Steel Corporation
Metal Products Division
Middletown, Ohio 45042

3/4" DIA. x 6" LONG ANCHOR BOLT
FOR MULTI-PLATE

1-6-71 TDD	DO NOT SCALE	1005332

BROADBENT SET.
POWERS HWY.
COOS COUNTY



SECTION 2 — 17½" — 13" — 8½"

SECTION 3 — 24½" — 20" — 15½"

SECTION 4 — 2'-1½" — 2'-3" — 1'-10½"

℄ Anchors Bases

℄ of Baffle

SECTION 5 — 3'-2¼" — 2'-9¾" — 2'-5¼"

SECTION 6 — 3'-9¼" — 3'-4¾" — 3'-0¼"

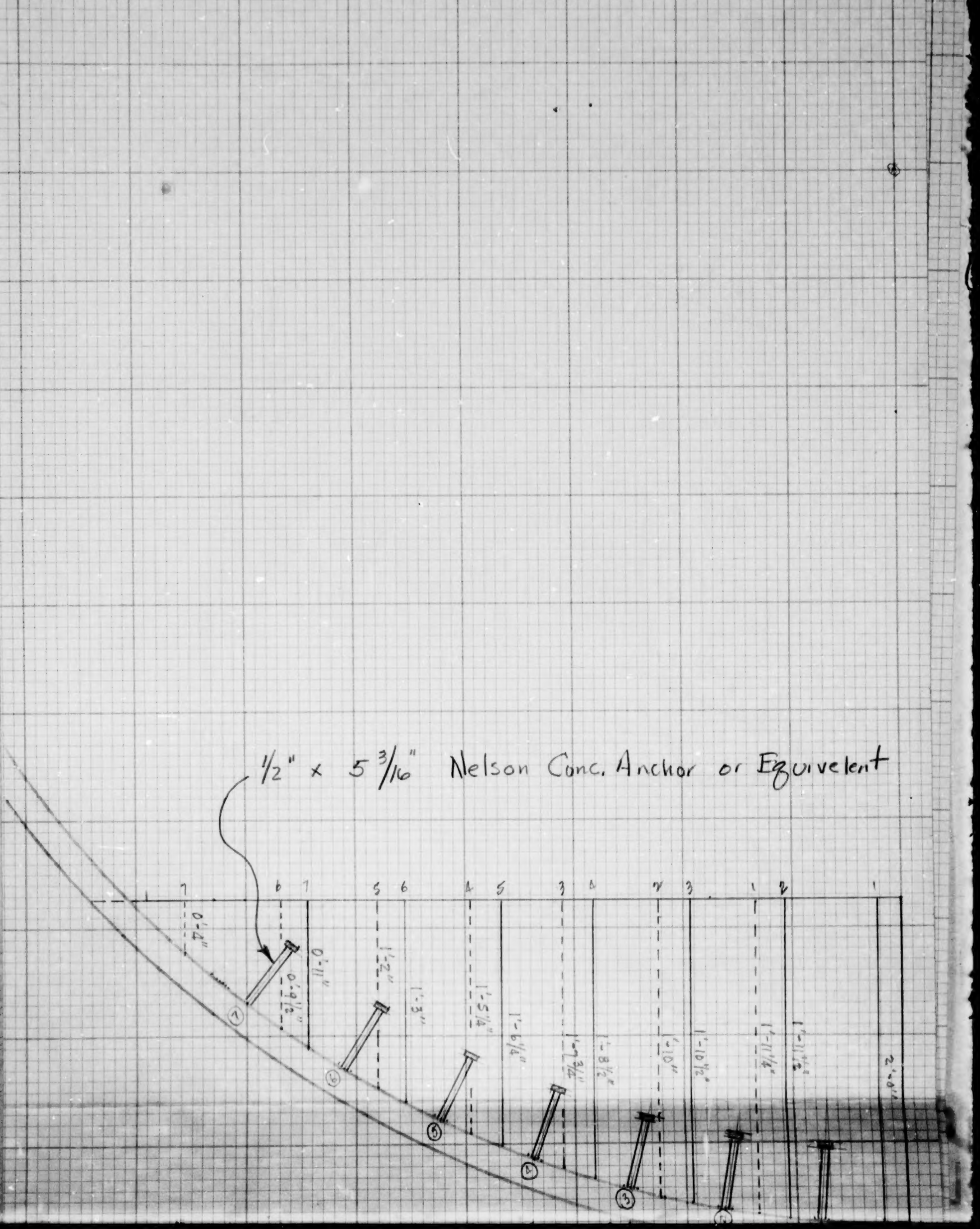
SECTION 7 — 4'-4¼" — 3'-11¾" — 3'-7¼" — 4'-1⅜"

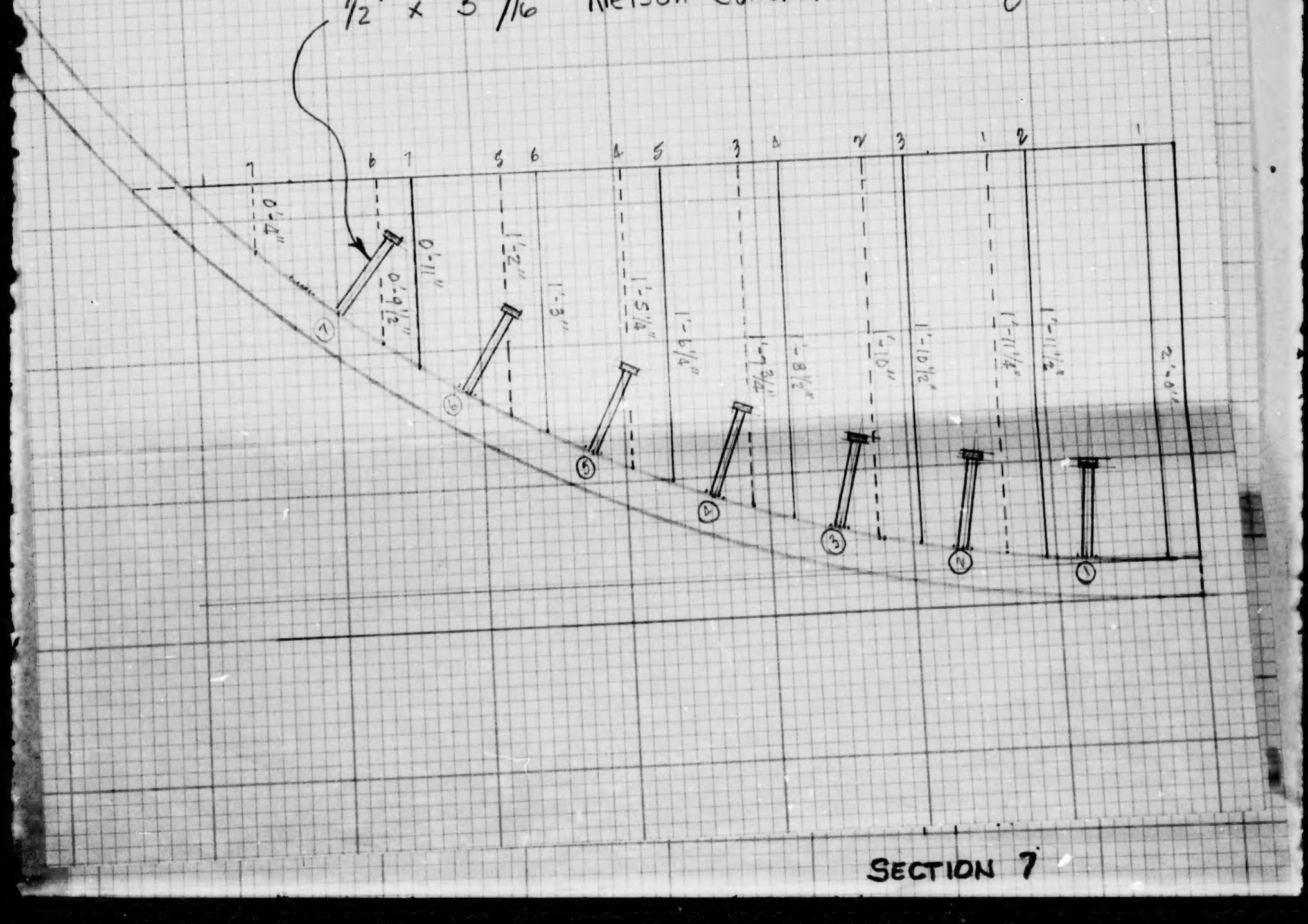
Top of corrugation.

PLAN

9' ± BAFFLE

EC


1/2" x 5 3/16" Nelson Conc. Anchor or Equivelent
7
6
5
4
3
2
1
0'-4"
0'-9 1/2"
0'-11"
1'-2"
1'-3"
1'-5 1/4"
1'-6 1/4"
1'-7 3/4"
1'-8 1/2"
1'-10"
1'-10 1/2"
1'-11 1/4"
2'-0"


1/2" x 5 3/16" Nelson Conc. Anchor or Equivelent
7
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0'-4"
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0'-11"
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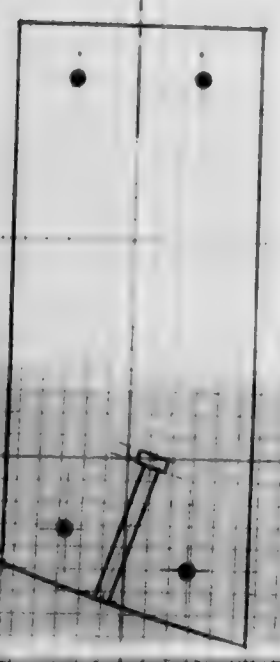
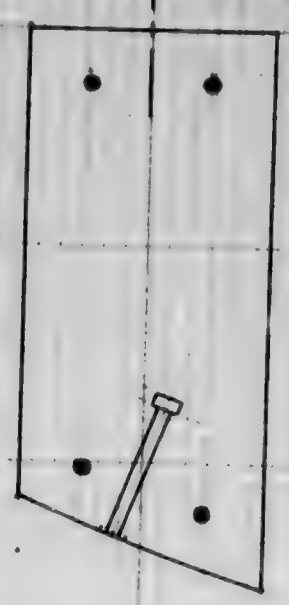
1'-3"
1'-5 1/4"
1'-6 1/4"
1'-7 3/4"
1'-8 1/2"
1'-10"
1'-10 1/2"
1'-11 1/4"
1'-11 1/2"
2'-0"
SECTION 7

Cross-Sections (Normal to pipe through anchors)
9' ± Baffle

SECTION 1

SECTION 2





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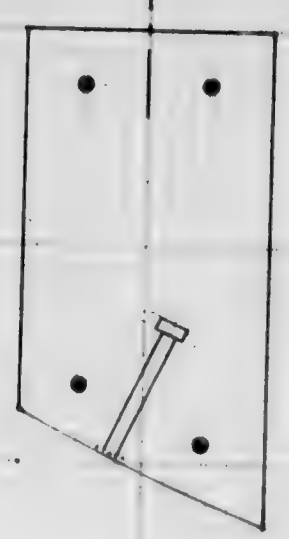

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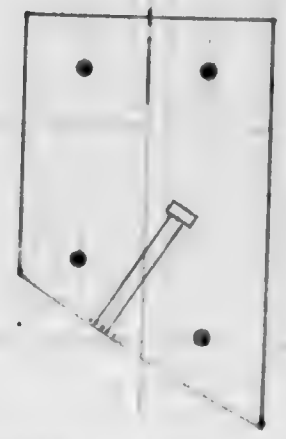
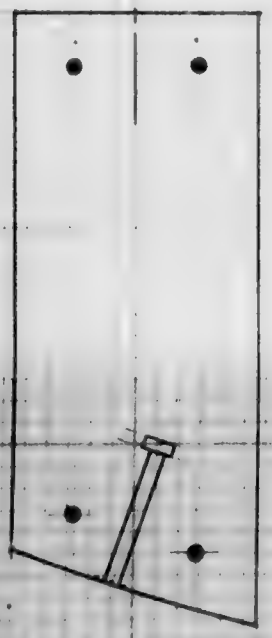


SECTION 6

SECTION 1

SECTION 2



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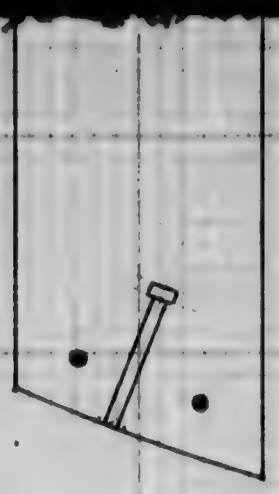

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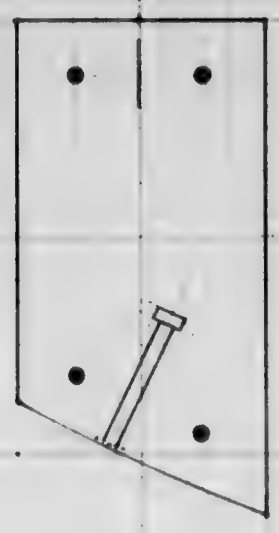
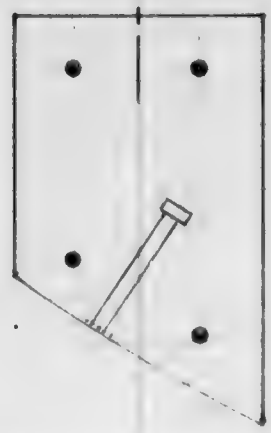
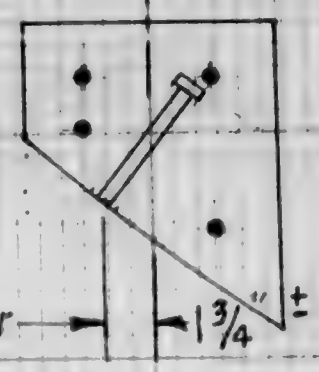


SECTION 5



SECTION 6



SECTION 7

8308

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER: 3-190
PROJECT REPORT NUMBER:
MODIFICATION NUMBER: 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

3-23-76

Form Approved; O M B No. 04-R2089

State: Oregon

County: Coos

Project Number: RS-206(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 23, 19 74, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 77,500	$ 102,200
Federal funds	$ 60,550	$ 79,940
Other revisions		

This modification is made for the following reasons:

Increase in cost of right-of-way and moving costs

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of March, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 805-313

Oregon State Highway Division
Salem, Oregon, March 17, 1976

Federal Aid Project
No. RS-206(8)

Broadbent Section
Powers Highway
Coos County

Revised Project Agreement Estimate.

Type Code ROW
Rights-of-Way (Sta. 55+00 to Sta. 183+00)

Rights-of-Way	All Required	$62,399.00
	Subtotal	$62,399.00
	Acquisition Expense	17,601.00
	Total	$80,000.00
Relocation Assistance		
Business Move (1)	All Required	$22,250.00
	Total	$22,250.00

Length of Project - - - - - - 2.438 Miles

SUMMARY OF FUNDS

Description		Total Cost	Federal Funds	State Funds
Rights-of-Way		$ 80,000.00	$62,550.00	$17,450.00
Relocation		22,250.00	17,390.00	4,860.00
	Total	$102,250.00	$79,940.00	$22,310.00

Group 1 100%

Prefix 106-2511

8.3.6 STATE COPY 43

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
MONTHLY TRANSACTION NUMBER 9-74		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Coos
MODIFICATION NUMBER 1	9-11-75	PROJECT NUMBER RS-206(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 23, 19 74, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 42,500	$ 77,500
Federal funds	$ 33,200	$ 60,550
Other revisions		

This modification is made for the following reasons:

Increase in cost of right of way.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11th day of September 19 75.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
(Division Engineer)

for: G. L. Green

Form PR-2A
(Rev. 9-74)

Existing stocks of Form PR-2A (Rev. 5-71) will be used.

Oregon State Highway Division
Salem, Oregon, September 8, 1975

Federal Aid Project
No. RS-206(8)

BROADBENT SECTION

POWERS HIGHWAY

COOS COUNTY

Revised Project Agreement Estimate.

Type Code ROW
Rights of Way (Sta. 55+00 to Sta. 183+00)

Rights of Way	All Required	$ 59,775.00
	Subtotal	$ 59,775.00
	Acquisition Expense	10,225.00
	Total	$ 70,000.00

Relocation Assistance

Business Move (1)	All Required	$ 7,500.00
	Total	$ 7,500.00

Length of Project - - - - - 2.438 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Rights of Way	$ 70,000.00	$ 54,700.00	$ 15,300.00
Relocation	7,500.00	5,850.00	1,650.00
TOTAL	$ 77,500.00	$ 60,550.00	$ 16,950.00

Group 1 - 100%
Prefix 106-2511

OBSOLETE

Date executed by Division Engineer DEC 23 1974

(Division Engineer)

8304

STATE COPY

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-84	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 12-23-74	STATE OREGON COUNTY Coos PROJECT NO. RS-206(8)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd. 1.3 mi. N. of Broadbent to S. 2.3 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY — all phases	8-16-74	
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 42,500	$ 33,200

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Weatherford

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By For G. L. Green *(Division Engineer)*

Date executed by Division Engineer DEC 23 1974

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

#8308 FORM # 8200 11-26-75

Oregon State Highway Division

Federal Aid Project
No. RS-206(8)

BROADBENT SECTION OF THE

POWERS HIGHWAY IN COOS COUNTY

Salem, Oregon, December 17, 1974

Project Agreement Estimate.

Type Code ROW
Rights of Way (Sta. 55+00 to Sta. 183+00)

Rights of Way	All Required	$ 30,000.00
	Sub-total	$ 30,000.00
	Acquisition Expense	5,000.00
	Total	$ 35,000.00

Relocation Assistance

Business Move (1)	All Required	$ 7,500.00
	Total	$ 7,500.00

Length of Project - - - - - - - - 2.438 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
R/W	$ 35,000.00	$ 27,350.00	$ 7,650.00
Relocation	7,500.00	5,850.00	1,650.00
Total	$ 42,500.00	$ 33,200.00	$ 9,300.00

Group - 1 = 100%
Prefix 106-2511

#8308 FORM P.R. #8200 11-26-75

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: JOP-206(9)

STATE PROJECT NO.: Broadbent Section

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.:

ITEM NO.: TITLE X (RS-45)

COUNTY NAME: Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED STATE HWY ENGR NOV 28 '75 REFER TO Rubles FOR Info. Inves. R/D DR Sign Ar. File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
May 28, 1975	November 14, 1975	Secondary Route 247	Secondary Route 242

GENERAL LOCATION:

State road 1.3 miles north of Broadbent to south 2.3 miles

GENERAL DESCRIPTION OF WORK:

Grade, drain and high type pavement.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)
Minor Program Change.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

This project was approved for funding under Title X by the U. S. Department of Commerce November 14, 1975. As requested in Mr. Rullen's November 25, 1975 letter I approve the minor program change to implement this authorization as shown below:

	Changed to	From
Project Number:	JOP-206(9)	RS-206(9)
Appropriation Code:	821	075
Estimated Project Cost:	3,993,000	2,050,000
Federal Funds:	1,558,300	1,602,800

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-26-75	C R Burchardt	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

#8308

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 25, 1975

TO MEMO TO THE FILE

FROM E. S. Hunter
Deputy State Highway Engineer

SUBJECT Oregon Transportation Commisssion Meeting
Highway Division and Parks Agenda
November 25, 1975

AGENDA ITEMS:

All items on the Highway and Parks Division Agenda were approved, with the exception of Item 3.

This item was a request from Mr. George Echols for a permit to build a house within the Rogue River Scenic Waterway. Screening was not possible and an alternate building site was not acceptable to Mr. Echols. The request for permit was denied.

NOA ITEMS:

Mr. Klaboe presented two NOA items:

1. The Commission approved the use of a special grant of Title X Funds for the contracting of the Broadbent Section of the Powers Highway and the Elk River-Port Orford Section on the Oregon Coast Highway. These projects were on the Six-Year Program and the approval changed the funding from regular Secondary and Primary Funds to Title X Funds.

In addition, the Commission approved the Crooked River-Prineville Reservoir Section on the Crooked River Highway and the Hayes Hill-California Line Section of the Redwood Highway for inclusion on the Six-Year Program to be funded with Title X Funds.

2. Mr. Klaboe requested verification as to the responsibility for signing city streets in connection with the establishment of the truck route from Swan Island to Interstate 5. The Commission verified that signing on city streets would be paid for by the City and signing of the State Highways involved in the route would be the responsibility of the Department of Transportation.

DELEGATIONS:

There were no delegations at this meeting.

NEXT MEETING DATES:

December 9 was confirmed as the date for the next Policy Workshop for the Commission.

December 18 was confirmed as the next regular meeting.

ESH:ja

cc Transportation Commission
C. W. Head
George M. Baldwin
F. B. Klaboe
R. N. Bothman
H. S. Coulter
R. L. Schroeder
R. B. Sipprell
J. B. Boyd
V. E. Skoog
Gary Sund
D. G. Talbot
C. O. Fredrickson
L. E. George
E. L. Hardt
W. J. Hart
D. N. Harwell
R. P. Hamilton
Gene Huntley
John C. Jenkins
Carroll Keasey
D. H. Moehring
Gary Potter
R. E. Royer
L. W. Rulien
W. E. Schwartz
Alfred Shirley
J. H. Versteeg
Carl Williams
V. D. Wolfe
Walter L. Barrie
Jack Sollis
Federal Highway Administration

PRO 6-2

November 25, 1975

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: ORIGINAL SIGNED BY L. W. RULIEN
L. W. Rulien
Project Management Engineer

SUBJECT: Minor Program Change
Project No. RS-206(9)

We hereby request your approval of a minor program change to Item No. 45, Project No. RS-206(9), "Broadbent Section", as indicated below based on the fact that the project was approved November 14, 1975, for funding under "Title X" by the U.S. Department of Commerce - advice #821-10-601, (transaction NC-11-5-10).

(1) Project Number: Changed to read JOP-206(9).

(2) Appropriation Code: Changed to read 821.

(3) Est. Project Cost: Changed to read $1,993,000 total estimated cost with $1,558,300 (pro rata 78.19%) Federal funds according to contract awarded to low bidder.

JG:md

cc: Alfred Shirley, Jr. (Region 3)
D. E. Swan

#8308

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon Transportation Commission

DATE November 24, 1975

FROM F. B. Klaboe
State Highway Engineer

SUBJECT NOA Item
Finance Approval
Title X Projects

We have been advised through the Federal Highway Administration that the U. S. Department of Commerce has approved a $4,964,438 grant of Title X funds for Oregon. Title X funds are for the purpose of advancing needed highway improvements to stimulate the economy and reduce unemployment.

The funds must be obligated by December 31, 1975 and can only be used on the following projects:

HIGHWAY	SECTION	TITLE X FUNDS	STATE MATCH	ESTIMATED TOTAL COST
Powers	Broadbent Section	$1,707,825	$ 292,175	$2,000,000
Oregon Coast	Elk River-Port Orford	1,927,383	597,617	2,525,000
Redwood	Hayes Hill-California State Line	1,016,470	283,530	1,300,000
Crooked River	Rocky Canyon-Prineville Reservoir	312,760	211,440	524,200
	TOTAL	$4,964,438	$1,384,762	$6,349,200

The Powers and Oregon Coast Highway projects were on the Six-Year Program. This grant will release the regular Secondary and Primary funds programmed for use on other projects.

The Redwood and Crooked River Highway projects were not on the Six-Year Program but can now be advanced to contract in January, 1976.

I recommend your approval of the funding change outlined for the Powers and Oregon Coast Highway projects and the addition of the Redwood and Crooked River Highway projects to the Six-Year Program for contracting in January, 1976.

bc C. W. Head
George M. Baldwin
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rullen
Vern Skoog
J. H. Versteeg
Victor D. Wolfe
Alfred Shirley, Jr.
Carl Williams
Gary Sund
Jack Graham

ESH:ja

0308

OREGON STATE HIGHWAY DIVISION

NOTED
H. S. COULTER

P.O. BOX 30 • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 19, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
Salem, Oregon

RE: Assessment of National Small Rural Watershed Program
Your File 1041DA.5/740.1

Dear Mr. Green:

You recently wrote to Mr. Beecroft requesting information on maintenance experiences relating to culvert damage and repair. This information was to be used in connection with a research project being done by gky & Associates.

Our maintenance records do not lend themselves to provide the costs you are seeking. In our Management System, we do have an activity called Minor Drainage Installations. We have budgeted $81,179 for this activity for the present fiscal year.

It appears to me from your question that you are seeking specific experiences relating to various culvert damage and repair projects. If this is the case, then the research contractor would probably be best served by interviewing field maintenance people who are actually doing the physical work of repairing minor drainage structures.

If I can supply any further information, please advise and I will attempt to do so.

Very truly yours,

ORIGINAL SIGNED BY
D. H. MOEHRING

D. H. Moehring
Maintenance Engineer

RECEIVED
NOV 20 1975
Office of
Assistant State Highway Engineer

DHM:ji
bc: H. S. Coulter
Gordon Beecroft

FHWA 121 (Rev. 8-73)

8308

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION

NOTED
E. S. HUNTER

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 13, 1975

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green

Re: Assessment of National Small
Rural Watershed Program
Your File 1041DA.5/740.1

Pursuant to your request by letter dated November 7, 1975, here are plans and contract prices for three projects.

1. S. E. Foster Rd.-S.E. Causey Ave. — Interstate
2. Slater Creek-Mystic Creek — Primary
3. Broadbent — Secondary

Traffic counts at the sites of the Slater Creek-Mystic Creek and Broadbent Projects are enclosed. The estimated traffic on the Foster-Causey Project is 55,000 ADT.

We are requesting maintenance experiences from our Maintenance Section and these will be forwarded to you at a later date.

Very truly yours,

J. H. Versteeg
Road Design Engineer

CGS:jh
cc: E. S. Hunter
D. H. Moehring

RECEIVED
STATE HWY ENGR
NOV 14 '75
REFER TO
FOR
Info | Inves. | R/D | D/R | Sign | Act. | File

Form 81-734-3122

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: "Assessment of National Small Rural Watershed Program" - Request for Culvert Statistics

DATE: November 7, 1975

In reply refer to: 1041DA.5/740.1

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Attention: Mr. Gordon Beecroft

The FHWA Office of Research has initiated a contract with gky & Associates for the "Assessment of National Small Rural Watershed Program" which provides a comprehensive independent assessment of the watershed program to keep with the long range goals of the Federal Highway Administration and State highway agencies. It is an integral part of the total assessment of an economic-statistical analysis that will assist administrators in making decision regarding the future of small watershed programs.

The assessment of the small watersheds program is based on an economic-statistical approach where the relevant economic data in terms of installation costs of culvert structures, and maintenance or replacement costs of these structures are analyzed. It would be appreciated if your agency could supply the necessary data.

They would like to have culvert inventories relating to cost of installation, size, drainage area, and location from which accurate parameters could be developed. If such data are directly available from any source, our preference would be for such data. However, it appears that culvert inventories do not exist. It will be necessary to assemble what data appear to be available to generate suitable statistical parameters. The statistics developed will have direct applicability to this project, and should have continuing relevancy for future FHWA studies in this area. Consequently, the following items appear to be generally available for data purposes and would serve the purpose of this project:

1. Half-scale highway plans (of recent vintage) and corresponding contractors' bid sheets for representative highway projects (several miles in length) for:

   a. Interstate construction
   b. primary construction
   c. secondary construction

   (sets of each reflecting rural construction in both mountains and level terrain would be appropriate).

RECEIVED
STATE HWY ENGR
NOV 12 '75
REFER TO
FOR

2. Maps showing ADT (Average Daily Traffic) counts (also of recent vintage).

3. Maintenance experiences relating to culvert damage and repair, summarized to show original cost, replacement or repair costs, service interruption, and attendant private property loss.

Since the contract is of relatively short duration it is important that the information be received in the near future.

If you could participate or have any questions please feel free to contact Mr. R. A. Nichols of this office.

G. L. Green

#8308

TION 5 FED

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 13, 1975

FILE:

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Funding
Title 10 Projects

TO: E. S. Hunter
Deputy State Highway Engineer

NOTED
E. S. HUNTER

Current estimates for the four Title 10 projects are as follows:

1.	Broadbent Section, Powers Highway, Coos County (Bids Opened October 23)	$2,050,000
2.	Elk River-Port Orford Section, Oregon Coast Hwy. (Bids to be Opened November 20, 1975)	2,500,000
3.	Hayes Hill-California State Line, Redwood Hwy.	900,000
4.	Rock Canyon-Prineville Reservoir Crooked River Highway	450,000
	TOTAL	$5,900,000

Even if the Elk River-Port Orford Project is considerably under the engineer's estimate, we will be unable to fund all four projects with a $5,000,000 limit.

We will complete plans and specifications for all the projects and will review the funding problem after the November 20 bid opening on the Elk River-Port Orford Project.

JHV:jh
cc: L. W. Rulien
Frank Terpin
C. G. Swenson

RECEIVED
STATE HWY ENGR
NOV 13 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

#8308 11-13-75

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS-206(9)

STATE PROJECT NO.: Broadbent Section

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.:

ITEM NO.: RS-45

COUNTY NAME: Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

ST

NOV 17 '75

REFER TO

Julian

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	July 21, 1975	Secondary Route 247	Powers Highway Route 242

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK: You are now authorized to proceed with actual adjustments for Myrtle Point School District's water lines effective July 21, 1975. Reimbursement on an agreed lump sum basis of $4,250 - federal funds $3,323 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify)
Utility Adjustment.

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of May 28, 1975 authorized you to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project effective on that date. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

I approve the agreement with the Myrtle Point School District furnished by Mr. Preston's November 3, 1975 letter. The permit covering this adjustment will be prepared and submitted for approval at a later date.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-13-75	C R Burghardt for	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8 5 a 8

FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project RS-206(8)
Broadbent Section
Powers Highway
Coos County
File 43344 - Hermann

DATE: October 2, 1975

In reply refer to: 1041RW

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Assistant Right of Way Engineer John R. Oakes' letter of October 1, 1975, requests concurrence that a payment of $500 to a tenant for his attorney's fees is a participating right of way item. Based upon the information provided the payment should be considered nonparticipating in accordance with Federal-Aid Highway Program Manual Volume 7, Chapter 2, Section 4, Paragraph 8.

G. L. Green

RECEIVED
STATE HWY ENGR
OCT 3'75
REFER TO
Schroeder
FOR
Info | Invest | R/D | D/R | Sign | Act | File
✓
cy Rubien

NOTED
R. L. SCHROEDER
10-3-75
Original to Bruce Boyd
T.A.A.

RECEIVED
OCT 3 1975
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 1, 1975

TO: G. L. Green, Division Engineer
Federal Highway Administration

FROM:
John R. Oakes, Assistant R/W Engineer

SUBJECT: File 43344 - Hermann
Broadbent Section
Powers Highway
Coos County
Federal Aid Project No. RS-206(8)

The tenant on this file is a gravel operator named Dean Benham.

After obtaining an option from the owner, we had to provide Mr. Benham his moving cost estimates for his gravel operation. This became quite a protracted process. When Mr. Benham finally received his offer for the relocation, he accepted it and signed a quitclaim deed of his interest in the right of way purchased from Mr. Hermann with the understanding that the State would reimburse him for his expenses in this process.

His expenses were estimated at $500 and were nearly all caused by the attorney fees, he had paid during this period of time.

Despite the provisions of paragraph 5b(3) of Section 3, Chapter 1, Volume 7 of the Federal Aid Highway Program Manual, we believe that this charge is really a normal expense of acquiring all interests in the property, and it is not an expense normal to a condemnation case. It appears to us that this should be considered a settlement over review for the original file and, as such, can be fully participating.

We would appreciate your concurrence.

NOTED
MARIE STEPHENS

RECEIVED
STATE HWY ENGR
OCT 2'75
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

JRO:ha
cc F. B. Klaboe ✓
R. L. Schroeder
L. W. Rulien
W. H. Haskin
M. R. Mitchell

Form 81-734-3122

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 24, 1975

In reply refer to: 1041RW

SUBJECT: Oregon Project RS-206(8)
Broadbent Section
Powers Highway
Coos County
File 43344 - Hermann

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Assistant Right of Way Engineer John R. Oakes' letter of September 18, 1975, indicates that a tenant-occupied property needed for the construction project will not be available until October 17 which is after the advertising date for physical construction. It is our understanding that the State has acquired the property and has the right to legal possession.

We concur with the State's position that the tenant be allowed to remain on the property until October 17 with the understanding that physical construction will not proceed until the tenant is vacated.

for G. L. Green

RECEIVED
STATE HWY ENGR
SEP 25 '75
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
R. L. SCHROEDER

9.25.75
ORIGINAL TO
Bruce Boyd
TAA

RECEIVED
SEP 25 1975
Office of
Assistant State Highway Engineer

TO: JOE
for and
y Engineer

RAUB

FROM:

OREGON ST
HIGHWAY

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 18, 1975

TO: G. L. Green, Division Engineer
Federal Highway Administration

FROM: John R. Oakes
Assistant R/W Engineer

SUBJECT: File 43344 - Hermann
Broadbent Section
Powers Highway
Coos County

We are attempting to get this project ready for an October 2, 1975 bid letting. It appears now that we will have the property clear for advertising by the first of the month. However, on this file there is a tenant who has a gravel operation. He has been given the legal notice to move which is well within the time frame of the project. In addition, he has cooperated with the State by signing a quitclaim deed so that we could accept the option provided by Mr. Hermann. However, he has requested that we allow him to remain on the property until October 17, as his license to mine gravel in this location will expire on October 15 and he would require two additional days to move.

We have no objection to granting this request; however, it will be necessary to receive your concurrence as theoretically the project will not be clear at the time of advertising. (This is a secondary project and we do not have to certify.)

We would greatly appreciate your concurrence in allowing this tenant to complete his operation on this site.

JRO:ha
cc F. B. Klaboe
R. L. Schroeder
L. W. Rulien
W. H. Haskin
C. G. Swenson
Virgil Wilson

RECEIVED
SEP 18 1975
Office of
Assistant State Highway Engineer

Form 81-734-3122

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 8-12-75

BY (Signature): L.W. Rulien's August 1, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

ITEM NOS. 62 THRU

ITEM NOS. ____ THRU

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS **	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
62	RS-206(10)	10.4	47,500	37,100	Broadbent - Powers Section Coos County-State of Oregon	Preliminary Engineering

8-12-75

REMARKS (Division)

54 2 1/8

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		8-12-75	for C R Burgdorf G.L.Green, Division Engineer

** * Program approval and any [illegible] shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

U.S. DEPARTMENT OF TRANSPORTATION

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

8-12-75

8308

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RS-206(10)

STATE PROJECT NO.
Broadbent - Powers Section

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO.
RS-62

COUNTY NAME
Coos

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 13 '75
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	August 12, 1975	Secondary Route 247	Secondary Route 242

GENERAL LOCATION:
State Road 1.2 miles south of Broadbent, south 10.4 miles.

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK:
Rural Secondary - Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify)
Preliminary Engineering up to PS&E preparation.

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program memorandum of August 12, 1975 approved this project for inclusion in the federal-aid program.

As requested in Mr. Rulien's August 1, 1975 letter you are authorized to proceed with all phases of preliminary engineering up to PS&E preparation at a total estimated cost of $29,000.00 - federal funds $22,600.00.

8-13-75
ORIGINAL TO
L. W. Rulien
w/att.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-12-75	C R Burghardt for	Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

August 1, 1975

Salem, OR 97310

FILE: ROW 18-4

FROM: Phil G. Preston
Utility Special Studies Engr.

SUBJECT: Broadbent School Water System Agmt.
Broadbent Section
Powers Highway
Coos County

TO: Cecil Head
Commission Services Supervisor

B U I L D I N G

MISC. CONTRACTS and AGREEMENTS No. 2911

Attached is the original of subject agreement for your files.

A resume of the pertinent provisions and the section or unit responsible for their execution is as follows:

1. Construction:

   a. Install the 8-inch culvert pipe as detailed in Paragraph 4 of THINGS TO BE DONE BY STATE.

   b. Coordinate with the State's Contractor to be sure the District is allowed two weeks for the installation of their system as described in Paragraph 3 of THINGS TO BE DONE BY STATE.

2. Right of Way: Prepare a Quitclaim Deed form to cover the District's facilities within the confines of this section between Highway Engineer's Station 120 and 160.

3. Utilities Unit:

   a. Submit a copy of the agreement and a request for payment to the Finance Branch. The Payment to be $4,250 to the District as detailed in Paragraph 5 of THINGS TO BE DONE BY STATE.

   b. Have Quitclaim Deed form executed by the proper officials of the District after the 8-inch conduit has been installed.

By a copy of this letter, photocopies of the executed agreement are being distributed as follows:

V. E. Skoog-Attn: Gene Hickam
Adele Egan
Alfred Shirley, Jr.
Frank Morrison
B. E. Brown
Gary Kennen

PGP:jk
Attach.

RECEIVED
AUG 1 1975
TRANSPORTATION BUILDING

8308

PRO-6-2

August 1, 1975

TO: G. L. Green, Division Engineer
Federal Highway Administration

FROM: L. W. Rulfen
Project Management Engineer

SUBJECT: Program Data Submission
Project No. RS-206(10)

We are submitting program data for one project, Item No. 62, Project No. RS-206(10), "Broadbent-Powers Section", which we desire to have included in the Federal-aid Rural Secondary Highway Program.

We request authorization to proceed with all phases of preliminary engineering up to PS & E preparation at a total estimated cost of $29,000 (Federal Funds $22,600).

JG:dc

Enclosure

Budget Bureau No. 41-R2067; Approv

U.S. DEPAR
BURE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

8-1-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21		ADT	PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME		ST. CO. 12
	1	State Rd., 1.2 mi. S. of Broadbent, S. 10.4 mi. 65			850*	1600	95	10	Oregon		

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(76)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7	SEQ. (1
	Preliminary Engineering								RS-	206	

CARD 4	CLASS OF FEDERAL FUNDS		COUNTY NAME		CODE (14)(16)	
	Rural Secondary		Coos		011	
	NAME OF URBAN AREA 17-31		ROUTE NO.	FEDERAL-AID (32)	STATE (36)(37)	U.S. (41)
	---		S	247	242	---

CARD 5	LINE NO.	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1	1											
5					PE		State Rd., 1.2 mi. S. of Broadbent, S. 10.4 mi.	10.4	47,500	37,100	10,400	
5					ROW							
5					CONST (CODE)		"Broadbent-Powers Section"					
							PROJECT TOTALS	10.4	47,500	37,100	10,400	

CARD 1	CODE 1	PREPARED BY	
1	14	PROGRAM APPROVAL DATES	(16)(23)(24)(33)

REMARKS

*DHV is 110

USC

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

8-1-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (65 typewriter spaces): State Rd., 1.2 mi. S. of Broadbent, S. 10.4 mi.

ADT | PRESENT: 850* | FUTURE: 1600 | YEAR: 95 | REGION: 10 | STATE NAME: Oregon | STATE CODE: 41 | APPN CODE: 075 | ITEM NO.: 62

PROPOSED WORK (35 typewriter): Engineering

NATL. FOREST | FH ROUTE NO. | SUPV AREA | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR

PROJECT NUMBER: PREFIX LETTER(S): RS- | NUMBER: 206 | SEQ. NO.: (10)

T. Projects Only: POST MI. | DESIG.

FUNDS: Rural Secondary

COUNTY NAME: Coos | CODE: 011

AREA: ---

ROUTE NO.: S | FEDERAL-AID: 247 | STATE: 242 | U.S.: ---

PROGRAM STAGE: ____ 1 OR XX 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		State Rd., 1.2 mi. S. of Broadbent, S. 10.4 mi.	10.4	47,500	37,100	10,400		P.E. all phases (Future 2-12' lanes with 4' shldrs. and 3 bridges)
ROW								
CONST (CODE)		"Broadbent-Powers Section"						ROW-80' min.; Access control-partial; Parking restrictions-none.
		PROJECT TOTALS	10.4	47,500	37,100	10,400		

ESTIMATED PROJECT COST BY PHASES

PREPARED BY

PROGRAM APPROVAL DATES

REMARKS

*DHV is 110

-over-

USCOMM DUSCOMM-DC 48905-P61

BROADBENT-POWERS SECTION

PROJECT NO. RS-206(10)

Existing Facility:
Proposed --- Projected line only
Roadway ---- 18-foot bituminous surface with 2-foot shoulders.
Structure -- Beaver Cr. Bridge (Br. No. 3247); 55-foot frame trestle; HC 24'-2"; loading H-20; const. 1926.

Adjacent Sections: Two 12-foot lanes bituminous surface with 4-foot paved shoulders.

Project Data: The work consists of all phase of preliminary engineering for future construction, on new alignment, to provide two 12-foot travel lanes with 4-foot shoulders, one bridge over Beaver Creek and two bridge over the Coquille River. (The three bridge will have a normal horizontal clearance of 32 feet each and a total combined approximate length of 880 feet).

Exceptions to Minimum Design Standards: None anticipated.

System Action, Railroads, Water Developments: None involved.

Airports: Powers Airport (Pvt.) lies SE within 2 miles of the south end of the project. No conflict should be involved as a result of the project.

Historical and Recreational Areas: Albert Powers Memorial Wayside lies within the project limits.

IM 50-1-70 Requirements: State Clearinghouse and District 7 Clearinghouse A-95 review approval letters dated July 28, 1975 and July 14, 1975, respectively.

FHPM 7-7-2 Requirements:
a. Draft EIS --- concurred in by FHWA on February
b. Final EIS --- to be submitted under separate a

FHPM 7-7-5 Requirements:
a. Corridor/Design Hearing --- held March 27, 197
b. Location/Design Approval -- will be granted in the Oregon Action statutes and regul

Note: This project is in Congressional District No. 4

Data for PR-37:
Field work ---- $29,000
PS & E -------- $18,500

BROADBENT-POWERS SECTION

PROJECT NO. RS-206(10)

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- Projected line only
- 18-foot bituminous surface with 2-foot shoulders.
- Beaver Cr. Bridge (Br. No. 3247); 55-foot frame trestle; HC 24'-2"; loading H-20; const. 1926.

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Minimum Design Standards: None anticipated.

, Railroads, Water Developments: None involved.

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d Recreational Areas: Albert Powers Memorial Wayside he project limits.

quirements: State Clearinghouse and District 7 A-95 review approval letters dated July 28, 1975 1975, respectively.

FHPM 7-7-2 Requirements:
a. Draft EIS --- concurred in by FHWA on February 5, 1975.
b. Final EIS --- to be submitted under separate action.

FHPM 7-7-5 Requirements:
a. Corridor/Design Hearing --- held March 27, 1975.
b. Location/Design Approval -- will be granted in conformance wit the Oregon Action Plan, Federal statutes and regulations.

Note: This project is in Congressional District No. 4.

Data for PR-37:
Field work ---- $29,000
PS & E -------- $18,500

8308

Adele Egan
Right of Way Branch

C. W. Head
Commission Services

July 28, 1975

MISC. CONTRACTS and
AGREEMENTS No. 5346

Attached for further handling are two copies of an agreement with the Myrtle Point School District covering reconstruction of the District's Broadbent School Water System facilities in conflict with the Broadbent Project on the Powers Highway in Coos County.

Please return the original for the Transportation Commission's files.

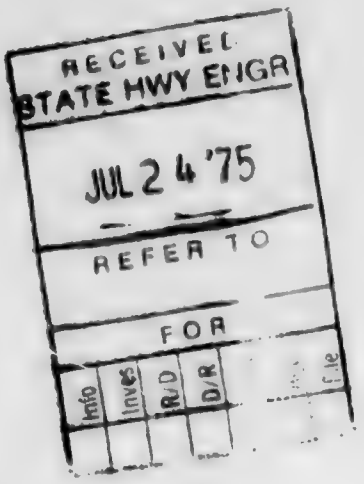
fkn

Att.

5308

45

ROBERT W. STRAUB
GOVERNOR



OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

July 22, 1975

Mrs. Louis W. Sell, Jr.
Box 46
Gaylord, OR 97458

Dear Mrs. Sell:

I appreciate receiving your letter of constructive criticism about my recent visit to the Coos Bay area. Granted, my time was limited and I could not cover all of Coos County on my inspection; however, I assure you the Powers Highway is not a forgotten issue.

294

I have been informed by the Department of Transportation that a large contract is scheduled to be let soon for reconstruction of the Broadbent Section. This improvement, approximately 2.0 miles in length, starts at Warner Creek and proceeds southerly to Robbins Creek. The roadway will have 12-foot travel lanes with 4-foot shoulders.

Beyond Robbins Creek, or southerly toward Whites Bridge, the State Highway Division is currently preparing environmental statements from public hearing responses received at the March 27 meeting. These proposed projects will be intermittent in nature and will eliminate most of the troublesome curves on the Powers Highway. The Highway Division has several Powers Highway projects on its Six-Year Construction Program from which it is diligently preparing plans for contracting.

Thank you for the interest shown in improving highways for the benefit and safety of the traveling public.

Sincerely,

Governor

RWS:ga

bcc: Department of Transportation

COPY

ATTEST
MARIE STEPHENS

Gaylord, Oregon
June 27, 1975

001777

Please prepare draft reply
for Governor's signature
by 7-19
Thank you.

Gov. R. Straub
Salem, Oregon

Dear Sir:

I am sorely disappointed, but not in the least surprised, that you evidently feel that Coos County ends with the Coos Bay-North Bend, areas.

Your promise to "keep in touch with all areas of the State"--as quoted in the Coos Bay-World, (under a photo of you and other dignitaries making your way down a muddy path to South Slough), seems to have fallen quite a bit short.

Or, don't you realize that Coquille, Myrtle Point, Powers, Bandon, and on south, are also part of your "domain"?

I do not know just what all your "tour of duty" included, but you missed some, and not just a few.

I am so sorry you feel these areas were not important to you. Next election, you may feel differently about us. Too-late!

If you had taken, at least, 2 or 3 hours out of the 24 you so generously allotted to Coos County, and traveled the State secondary highway-242-, from Powers Junction to Powers, maybe you would understand why the state is getting all the static about this road.

Better yet, I dearly wish, you could have been in the passenger seat in my car, last Monday, June 23, at 4 p.m., on my way home to Gaylord from Myrtle Point.

On a particularly tricky curve, narrow, high bank on one side of pavement and a huge myrtle tree at edge of pavement on other side, I met a loaded log truck. It was raining, pavement was wet, he was traveling too fast, and all the wheels on driver's side of truck were on my side of the yellow line.

Fortunately, for me, I was in a small car and had a few extra inches to spare. Otherwise, my obituary would have been in The World, the following day!

I grant you, those drivers are making a living, but does it include careless, near-murder, in the process? And, dead people cannot contest a case!

I will admit, however, we are a hardy, brave breed of people--we are used to dodging those trucks, day after day. I'd like to see how <u>you</u> made out with some of them.

THAT would have been a picture for The World to put on the front page.

After traveling to, and around, the Portland area in the month of April, I can easily understand why our roads are in such a deplorable state of disrepair, and so unsafe. I'd guess 90% of the money is being spent there to build and maintain the beautiful highways, byways, exits, and scenic roads. Portland can well be proud of them!

If, you ARE promoting the tourist trade, I wish you could be sitting by in the service station my husband and I operate in Myrtle Point, and just hear some of the remarks from those

ESH

Rubin
R/D

...gon Gov. Bob Straub, second ... right, along with State ...resentatives, left and right, ... Grannell and Ed Stevenson, ... Port of Coos Bay Commissioner Robert Younker, make their way down a muddy path to the South Slough. The Wednesday tour was part of the Governor's three-day visit to the area, "Fulfilling my election promise to keep in touch with all areas of the state."—World photo by Jimi Lott.

RECEIVED
STATE HWY ENGR
JUL 14 '75
REFER TO
FOR
Info | Invest | R/W | D/R | Sign | Att | File

RECEIVED
JUL 10 1975
OFFICE
DIRECTOR of TRANSPORTATION

631 7/18/75

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS-206(9)

STATE PROJECT NO.: Broadbent Section

FROM: G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RS-45

COUNTY NAME: Coos

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

	Info	FOR	REFER TO
	Inves		
	R/D		
	D/R		
	Sign		
	Act		
	File		

JUL 23 '75

RECEIVED STATE HWY ENGR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	July 18, 1975	Secondary Route No. 247	Powers Highway Route 242

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
You are now authorized to proceed with actual adjustments for Pacific Power and Light Co.'s power line effective July 18, 1975. Reimbursement on an actual cost basis estimated at $27,663 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

NOTED
R. L. SCHROEDER

REMARKS

Our program memorandum dated 5-28-75 authorized you to proceed with actions necessary for the construction phase of the subject project effective on that date. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual. We approve the agreement with the Pacific Power and Light Co. consisting of your Utilities and Railroad Engineer's verbal notice, the Pacific Power and Light Co.'s June 10 letter, and the plans and estimate furnished by Mr. Preston's July 9 letter. Mr. Gary Kennen's affidavit of PP&L's property rights is acknowledged. The permit covering this adjustment will be prepared and submitted for approval at a later date.

Kulieu - TAA
Copy - Chidsey
7-23-75

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-18-75	C R Baumgardt for	Division Engineer

FORM [illegible] EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

6308

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE July 10, 1975

TO L. W. Rulien
Project Management Engineer

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT Broadbent Section
Powers Highway
Coos County

E. S. HUNTER

Due to the necessity to clear the interest of a gravel operator in the acquisition under file 43344-Herman, we will not be able to have the right of way clear for an August 14 letting.

If we have to file condemnation, we do not expect the right of way to be clear prior to advertising for the letting of September 25, 1975.

If we find the right of way clear prior to that time we will let you know.

JRO:ha
cc E. S. Hunter
J. H. Versteeg
C. G. Swenson

RECEIVED
STATE HWY ENGR
JUL 11 '75
REFER TO
FOR
Info Inves R/D D/R Sign. Ack File

Trout

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ENVIRONMENTAL IMPACT STATEMENT

(Pursuant to Section 102.(2)(c), P.L. 91-190)

Prepared by
OREGON STATE HIGHWAY DIVISION
Program & Planning Section

BROADBENT SECTION
POWERS HIGHWAY
COOS COUNTY

DESCRIPTION AND PURPOSE OF PROPOSAL

The Powers Highway serves the inland portion of southern Coos County and is extended by semi-improved national forest and county roads through the northwest part of Curry County to Gold Beach. Logging and farming activities contribute greatly to the composition of use with recreation and commuting traffic making up the balance. Aside from the Oregon Coast Highway, this is the only other route connecting the two centers of county government.

The community of Broadbent is situated in part on a slightly elevated valley terrace and on the point of an adjacent projecting hill slope.

For most of its length, this section of road to be rebuilt skirts between the foot of the hill slope and the flood plain of the South Coquille River. Dairy farms occupy most of the bottomland. The upland is a mixture of grazing and timber lands interspersed with small farms and residential properties.

During the past ten years there have been road improvement projects at each end of the 19-mile highway and a bridge replaced at the S. Coquille River crossing. Maintenance has kept

the road in service, but some sections are below standard in grade and alignment for present and anticipated future traffic. This is the situation for approximately a mile north and south of the rural community of Broadbent. The proposed project will, to a great extent, follow a new alignment with grades set above normal flood levels. Part of the new location will be laid closely parallel to a logging railroad grade. Where the constriction between this railroad and the adjacent hillside is limiting to the highway design, it will be necessary to move the rail in two areas totaling about one mile in length.

The roadway design includes two 12-foot travel lanes and 4-foot shoulders. Drainage will be carried in side ditches except for a short section curbed at Broadbent.

Connections to the remaining parts of the present road will be constructed in order to retain access to established developments. The maintenance of these severed portions of the existing road will be assumed by the Coos County Road Department.

PROBABLE IMPACT OF PROJECT ON ENVIRONMENT

The improvement of the section will generally benefit all modes of transportation using this route. Although the section does not have an excessive accident rate, the elimination of several abrupt pitches and curves will reduce the potential for accidents. The present 9-foot lanes and 2-foot gravel shoulders combined with an almost total nonexistence of passing

sight distance has been a constant source of frustration to motorists trapped behind slow-moving vehicles.

At Rhoda Creek, an existing angular 72-inch culvert and railroad trestle will be replaced with 230 feet of straight 144-inch corrugated metal pipe under both the highway and railroad.

The pipe will be modified for upstream passage of migratory fish by providing baffles throughout its length.

The pools thus formed will permit fish to ascend by short leaps instead of facing a steep and continuous flow.

The only residential property directly affected by the construction will be subject to purchase as the cost of a retaining wall to protect the property is greater than the appraised value of the land and improvements.

Throughout the section about half of the work will be done on existing right-of-way. The balance of right-of-way will be obtained in parcels varying from small slivers to full width where the location is entirely on new ground. One parcel will include part of an established berry yard providing fruit for a licensed winery on the property. Other parcels will mainly be pasture or undeveloped side-hill land of nominal value.

Winter maintenance has often been complicated by frequent sudden changes in the river levels during and after flash floods that are typical in the region.

The highway at the confluence of Rhoda Creek and the S. Coquille River is regularly subject to flooding and a nearby section is occasionally undermined by the rapid rise and fall of the river which bears directly against the roadway slope. With the roadway raised above these levels and with rock slope protection, this type of maintenance should be minimal in the future.

Where side slope cuts will extend into adjacent hillsides, the potential for mass subsidence exists because of the nature of the soil characteristics in the area. Various means of soil stabilization will be used as needed. This will include mulching and seeding erodible slopes.

PROBABLE ADVERSE ENVIRONMENTAL EFFECTS

With the exception of the effects created locally and individually by the acquisition of private land for public use as reflected in loss of crop production and taxes, this project is considered to have no significant adverse environmental impacts. There are no public parks, recreation facilities or historic landmarks affected by this proposal.

ALTERNATIVES AND REASON FOR PROJECT SELECTION

At a previous public hearing (June 12, 1969) a proposal was submitted to the community outlining a route that, except for a short distance, would be above and separate from the present route. It was proposed as

a limited access highway with three connections to the existing road. This feature brought adverse comment from representatives of the community because of apparent semi-isolation of the commercial enterprises at Broadbent.

More numerous comments, however, were related to the anticipated damage to existing water sources located on or near the proposed roadway. The springs or aquifers mentioned are in the bench gravels and hill slopes above the community and are carried to the point of use through conduits, one nearly a mile in length.

As a result of these concerns, it was necessary to re-evaluate the only other alternative, which is the one presented in this proposal. A significant modification in design, reducing the shoulder width from 10 feet to 4 feet, and by shifting part of the paralleling railroad facility away from the hillside, has made it practical to utilize wherever feasible the terrain along the present road.

A detailed geologic study was made revealing a variety of substrate materials in the proposed cut slopes that virtually preclude the development of a wider or straighter roadway than hereby proposed because of slide potentials or excessive right-of-way requirements.

RELATIONSHIP BETWEEN SHORT TERM USE AND LONG TERM PRODUCTIVITY This project is designed as a needed improvement to a substandard section of road in the state highway system. It is not expected to generate any sudden or substantial increase in traffic usage. The present economic and social nature of the region is relatively stable and growth would logically not be greater here than in other similar parts of the county. It will provide greater ease of mobility for vehicles used in farm-to-market operations, logging and general transportation activities.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES Within the scope of this project the only tangible, visible and measurable commitments of resources are reflected in the lands required for roadways and slopes and the materials that will go into the physical elements of construction. In addition, but not readily visible, are the human resources responsible for the planning and development work, and the public funds devoted to the total cost of the effort. The latter, however, returns in time in benefit to the road user and residents of the community provided the project meets its objectives in service.

PROBLEMS AND OBJECTIONS RAISED BY OTHER AGENCIES Oregon State Game Commission commented (see attached letters) on Rhoda Creek crossing. The design of the Rhoda Creek culvert has been changed since the corridor design hearing of April 29, 1971, and coordination between

Oregon State Game Commission, Oregon State Fish Commission and the Oregon State Highway Division will determine the final design of the Rhoda Creek culvert. The Highway Division submits to the Oregon State Game Commission and the State Fish Commission plans for their comments and approval that affect waterways supporting either resident or anadromous fish populations.

The Coos-Curry Council of Governments unanimously approved the Notice of Intent submitted by the Oregon State Highway Division for construction of the Broadbent Section of the Powers Highway (Oregon 242). The National Park Service and State Clearinghouse (A-95) review approved the project (see attached letters).

Reference is made to comments from the Regional Environmental Committee of the Federal Highway Administration: Paragraph (1) - Broadbent is a small rural community that is divided by the Powers Highway and Georgia Pacific Railroad. This section of highway parallels the railroad on the westerly side and the hills on the easterly side. Pastureland makes up most of the adjoining property; however, there is one berry farm. A winery is located on the berry farm and uses berries that the farm produces for their wine-making operations.

The majority of the people that live in the Broadbent area work in other locations, thus taking of rights-of-way would not have severe economical impacts.

Paragraph (2) - there will be no adverse impacts regarding waterfowl and wildlife within the limits of this project. In fact,

the changes made in culvert design at Rhoda Creek will allow easier passage of coho salmon and winter steelhead than the existing culvert.

The location of borrow sites for this project have not been determined at this time, however, borrow site operations on public lands will be governed by the "Standard Specifications for Highway Construction", Oregon State Highway Commission, 1970 edition, including necessary restoration and cleanup. Borrow sites that are on private property will be governed by the contract or agreement between the private party and the contractor.

There are two locations that will have riprap. All precautions in the placing of riprap will be taken to minimize pollution of South Fork Coquille River during construction. After construction the riprap will help hold fill material in place thus minimizing erosion and sedimentation.

Jurisdiction of the portion of present highway not utilized in the improvement will be transferred to Coos County upon completion of the new section.

Air pollution in this area does not seem to be a problem. The amount of traffic involved will not constitute a pollution threat. During construction dust may be a factor; however, the effects will be localized and short-lived. Severe problems in such cases are provided for in Standard Specifications for Highway Construction.

Paragraph (3) - The "Do Nothing" alternative would not correct the many deficiencies in this substandard roadway. The maintenance costs for this section are excessive, and the narrow lanes and

shoulders make this road extremely hazardous to drive. This section does not have a high accident rate as may be expected, but the speed is so reduced that it makes driving intolerable to many.

The alternate route that is discussed in the text is shown on the sketch map.

Paragraph (4) - Steps taken to minimize harm - Seeding and mulching roadbed slopes, rounding cutbanks, contour grading and riprap of slopes will be performed as required.

Paragraph (5) is answered on summary pages of this statement.

Paragraph (6) is previously answered in this section.

A review of the transcript of the corridor-design public hearing of April 29, 1971 reveals that everyone is in favor of up-grading the facility; however, there is a difference of opinion where the new alignment should be placed. It is basically individuals that are directly affected by loss of property that are the most concerned about the final location.

STEPS TAKEN TO MINIMIZE UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

The right-of-way program of land acquisition contains many features which tend to ease wherever possible, the adverse effect of conveyance of all or part of one's property to the Highway Division for public use. Direct payment of fair market value is one method. Various additives in payment for damages, moving costs and other effects in hardship cases are also included.. A relocation assistance program is part of all right-of-way activities.

Wherever possible, improvements to local drainage and protection of natural resources are part of the overall consideration.

8308

242

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon

DATE June 12, 1975

TO Lyle Watson, Design Team Supervisor

FROM F. D. Morrison, Res. Engr.

SUBJECT Rd. App. Profile & Finished Grades - Rt. Sta. 61+00 - Broadbent Sec.

Attached are two sheets of level sheets, showing the profile and our proposed grade on the road approach rt. of sta. 61+00 onthe Broadbent Section of the Powers Highway, in Coos County.

This proposed approach will need 110 feet of 12-inch culvert pipe, with 80 feet being installed near sta. 0+99 and 30 feet being installed near sta. 5+66.

The proposed approach has a 50' radius from the edge of the pavement to the edge of the 16 rd. app. at the railroad grade. A 35' radius was used to connect his existing approach to the railroad grade in the vicinity of sta. 5+66.

I estimated the we would need 400 C. Y. of Agg. Base and 3,500 C. Y. of embankment material to install this approach.

If any additional information is needed, please advise this office.

cc: Region Office

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout
Copy Watson

RECEIVED
JUN 19 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver's Initials
Do not
Return
Bring up
Other

...REVIEW SYSTEM

OREGON STATE HIGHWAY DIVISION

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 30, 1975

TO Executive Department
Federal-Aid Coordination Unit

Coos-Curry Council
of Governments
P. O. Box 434
Coos Bay, OR 97420

FROM George N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for FAS Funds
State Admin. Dist. No. 7
Broadbent-Powers Section
Powers Highway
Coos County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be July 1, 1975.

Attachment

BLG:wm

cc: G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
B. E. Brown
Alfred Shirley
Aeronautics Div.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02	12] APPLICANT: State Highway Division [45	46] DIVISION: Dept. of Transportation [79		
03	12] APPLICANT ADDRESS STREET: State Highway Building [45	46] CITY: Salem [60	76] ZIP: 97310 [80	
04	12] CONTACT PERSON: R. W. Rulien [45	46] AREA CODE: 503 [48	49] PHONE: 378 [55	56] EXTENSION: 6563 [59
01	12] PROJECT TITLE: Broadbent-Powers Section, District 7 [71			
11	12] PROJECT LOCATION CITY: Powers Highway [45	46] PROJECT LOCATION COUNTY: Coos [79		

05 12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY) [71

This project involves preliminary engineering, acquisition of right-of-way,

06 12] [71

grading, paving, structures and incidental work required to reconstruct

07 12] [71

established priority units as follows: Powers Wayside (M.P. 7.4-8.2), Gaylord

08 12] [71

(M.P. 9.0-10.7), Rowland Creek (M.P. 13.2-14.0) and Baker Creek (M.P. 15.1-

09 12] [71

15.7). The roadway will be improved to a high type pavement with 12-foot

10 12] [71

travel lanes with 4-foot shoulders.

12

12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
3,354,000	- -	946,000	- -	- -	4,300,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79	
14	12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71		
15	12] FEDERAL AGENCY NAME: U.S. Dept. of Transportation [45	46] FEDERAL SUB-AGENCY NAME: FHWA [79	

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE Yes	STATE No	REGIONAL Yes	REGIONAL No	LOCAL Yes	LOCAL No
[X] 29	[ ] 30	[ ] 31	[ ] 32	[ ] 33	[ ] 34

(See IV, Page 2)

(D) REVIEW REQUIRED by A-95

Yes	No
[X] 35	[ ] 36

(E) ENVIRONMENTAL IMPACT

Yes	No
[X] 37	[ ] 38

(F) HOUSING RELOCATION REQUIRED

Yes	No
[X] 39	[ ] 40

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: JULY] 43] DAY [44: 1] 45] YEAR [46: 1975]

ADDITIONAL INFORMATION – ALL APPLICANTS

I. FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Highway Planning and Construction

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: May 30, 1975

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: May 30, 1975

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway Division

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-aid Secondary Rural

Suggested Six-Year Construction Program 1975

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

VII. (a) Federal Congressional District(s) Number(s) 4
(b) State Representative District(s) Number(s) 48
(c) State Senatorial District(s) Number(s) 24

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	% $	% $	% $
Second Year	% $	% $	% $
Third Year	% $	% $	% $

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No

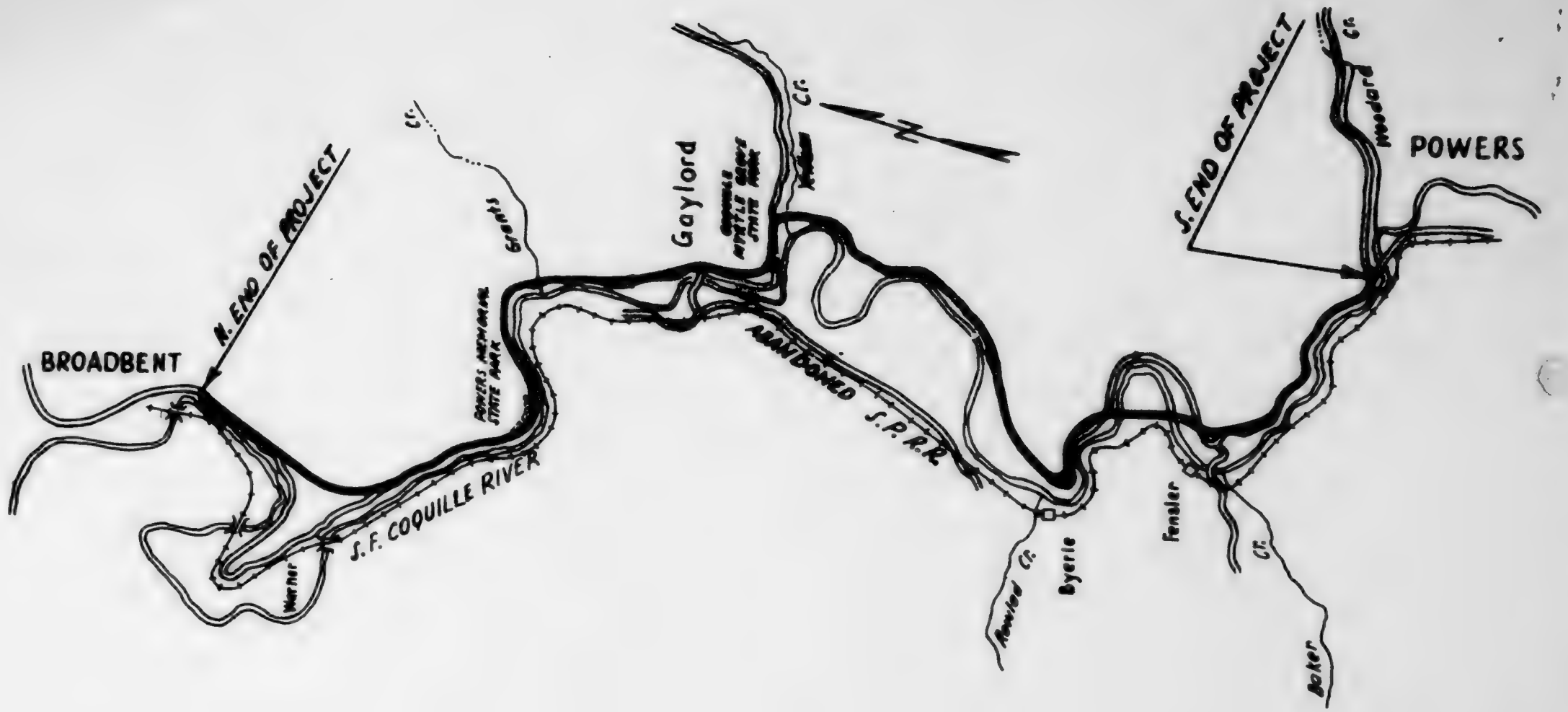
REMARKS

17(E) A draft environmental impact statement was made available to the council on environmental quality and the public on Feb. 14, 1975. This is a Category II project under Oregon's Action Plan.

This project is proposed by the Oregon State Highway Division in cooperation with the Coos County Planning Commission and Coos-Curry Council of Governments.

The Highway Division conducted a Corridor/Design Public Hearing March 27, 1975. Rights-of-way will be required.

The final environmental impact statement will be made available in the fall of 1975.



OREGON STATE HIGHWAY DIVISION

Corridor and Design Hearing Map

BROADBENT – POWERS SEC.

POWERS HIGHWAY

COOS COUNTY

Section No. 6-10

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 5-28-75

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

BY (Signature): Mr. Rulien's May 12, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 45 THRU ____		FEDERAL FUNDS
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	
45	RS-206(9)	2.3	$2,050,000	$1,602,800

OTHER IDENTIFICATION AND/OR REMARKS (State)

NOTED
E. S. HUNTER

Location	Work
Broadbent Section Coos County State of Oregon	Grade, drain, high type pavement including utility adjustment

RECEIVED
STATE HWY ENGR
MAY 30 '75
REFER TO
FOR
Info
R/W
Const

REMARKS (Division)

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

6-2-75
ORIGINAL TO
L.W. Rulien

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		05-28-75	

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-696

FHWA 1-023-48
(Rev. 8-71)

8308

PRO 6-2

May 12, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-206(9)

We are submitting program data for one Rural Secondary project, Item No. 45, Project No. RS-206(9), "Broadbent Section", which we desire to have included in the Federal-aid Rural Secondary Highway Program.

It is our present intention to receive bids for this project on June 26, 1975.

A copy of the State Clearinghouse and District 7 Clearinghouse A-95 review approval letters were submitted under Project No. RS-206(8).

Encl.

CL:js

Budget Bureau No. 41-R2067; Approva

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

5-12-75

U.S. DEPART BURE

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STA COD
CARD 2	1 (19) (20)	St. Rd., 1.3 mi. N. of Broadbent, S. 2.3 mi. 21 68	ADT	1,400	2,400 (66)	95 (70) (71) (72)	10	Oregon	41 (2)

	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ.
CARD 3	Gr., Dr., H.T. pave. 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	RS- 14 23	206 7	(9)

	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
CARD 4	Rural Secondary	Coos	011 (14) (16)
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AID 247 (32)
	- -	STATE 242 (36) (37)	U.S. - - (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE		St. Rd. 1.3 mi. N. of Broadbent to S. 2.3 mi.						Gr., basi lanes with curb
5					ROW								Util requ prep
5					CONST (CODE) 6204		"Broadbent Section"	2.3	2,050,000	1,602,800	447,200		ROW Acce part Park none
								2.3	2,050,000	1,602,800	447,200		

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(18) (23) (24) (29)

REMARKS

Additional Data: See Item RS 24; Pro

-ove

USCO

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

5-12-75

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd., 1.3 mi. N. of Broadbent, S. 2.3 mi.	ADT	1,400	2,400	95	10	Oregon	41	075	45

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ye.								RS-	206	(9)		

Rural Secondary

COUNTY NAME: Coos — CODE: 011

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 247 — STATE: 242 — U.S.: - -

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		St. Rd. 1.3 mi. N. of Broadbent to S. 2.3 mi.						Gr., dr., H.T. pave. basically 2 - 12' lanes and 4' shoulders with 1150' of 44' curbed section.
OW								Utility adjustments required including prep. work.
NST (DE) 204		"Broadbent Section"	2.3	2,050,000	1,602,800	447,200		ROW - 110' normal; Access Control- partial; Parking Restrictions- none.
		PROJECT TOTALS	2.3	2,050,000	1,602,800	447,200		

OVAL DATES

REMARKS

Additional Data: See Item RS 24; Project RS-206(8).

-over-

USCOMM-DUSCOMM-DC 48906-P61

BROADBENT SECTION

PROJECT NO. RS-206(9)

Project Data: Work under this project consists of grade, drain and high type pave to provide two 12-foot lanes with 4-foot shoulders. Approximately 1150 feet of the project in Broadbent will be a 44-foot curbed section to accommodate two 12-foot lanes with 10-foot parking lanes on each side.

Utility Adjustments:

Pacific Power & Light Co. - - - - - - - - -	$30,000
Broadbent Water System - - - - - - - - -	6,000

Note:

(1) On-the-job trainees, as set forth in FHWA order interim 7-7(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) This project is in Congressional District No. 4.

8308

242

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon

DATE May 8, 1975

TO Dora Folson, Right of Way Agent

FROM F. D. Morrison, Res. Engr.

RECEIVED
MAY 12 1975
ROSEBURG R/W

SUBJECT Rd. App. Estimate - File No. 48384-Sumner - Broadbent Sec., Powers Hwy.

As per your request, the following estimate of cost is submitted, to cover the proposed road approach right of Sta. 61+00 and then down the existing railroad grade to the existing driveway, on the Broadbent Sec. of the Powers Highway, in Coos County.

1.	Embankment Material	~~7,308~~ CY	@ 2.10/cy	= $ 7,308.00
2.	Aggregate Base	400 CY	@ 11.50/cy	= 4,600.00
3.	12-inch Culv. Pipe	110 LF	@ 8.50/LF	= 935.00
	Total Estimated Cost			= $12,843.00

This approach would be 16 feet wide on top with 8-inches of aggregate base for the wearing surface.

If any additional information is needed on this file, please advise this office.

REFERRED TO

Beard Reed
Cole Sample
Erikson Watson
Heger Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Engr. of Maint. Section
RECEIVED
JUN 6 1975

Verstoeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUN - 6 1975
ROAD DESIGN SEC.

Requires Reply
Requires Approval
Receiver Keep
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Sec.

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48384

0.06 AC.±

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70.

55

70.

1065 S.

WHITE B LINE

L.I. TRAIN

OCEAN

30"

STAIRS

WARNER

D. & M. Sumner
202-383

8301

242

Memo to the File
March 27, 1975

To Whom it may Concern:

Broadbent School Water System; **Broadbent Section,** Powers Highway.

I met with Mr. Frank Furman & Mr. Jerry Bennett, Superintendent of School District #41, on Tuesday March 25, 1975 to discuss the Water System through the Broadbent Project.

Mr. Furman advised me that the last work done to the System was in 1971 when the old Galvanized Line was replaced with Rigid Plastic.

Mr. Bennett had copies of Water Line Easements, Water Use Right, and a listing of the Original Property Owners and a letter explaining last breakdown for Maintenance of the Line. A copy of the information is attached to this Memo.

We then discussed the design and Construction for the line, which will be disrupted by Construction of the Broadbent Project.

Mr. Bennett stated "They would not have time to do any work on this Water System as their men were tied up with work involving School Buildings." He asked that we do the Design and Installationof the Water Lines disrupted by our Construction.

I advised him that this matter would have to be handled by our Regional Utility Engineer.

Mr. Bennett then stated that they would be glad to help by contacting all water users and arranging a meeting where the System could be discussed with Highway Representatives. He also stated they would be willing to contact the Users after Construction for releases or whatever is necessary.

I advised Mr. Bennett & Mr. Furman that I would contact Mr. Gary Kinnen, Regional Utilities Engineer and we would be in touch with them.

I will start my field Crew on the location of Water Lines and try to update the existing Pipe locations & sizes where it is affected with the proposed Construction.

F.D. Morrison, Res. Engineer
by Leroy Tally

cc: Region Office
Regional Utility Engineer

FDM/ket

2 copy
we copy

RECEIVED
MAR 28 1975
ROAD DESIGN SECTION

8308

242

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 20, 1975

FILE:

FROM: Lyle K. Watson
Design Team Supervisor

TO: MEMORANDUM TO THE FILES

SUBJECT: Broadbent Section
Powers Highway
Coos County

Between Stations 135+00 to Station 165+00, accesses were shown as called for on the liaison report as shown on Right of Way Map 9B-5-11. Any revisions to these would be as negotiated when purchasing the right of way.

The connections at Station 138+50 to the existing highway was made to access the L. & C. Lackey property east of the existing highway. The road connection at Station 162+50 is for access to the A. & V. Hermann property.

If accesses to the above property owners can be agreed upon by them, the access at Station 138+50 may be eliminated. If eliminated, the right of way for this connection may be revised. This may be rewritten by the right of way section at the time of negotiations.

The existing highway right of way may be abandoned to the adjacent property owners if it was originally obtained by resolution. If purchased, it would have to be sold or trades made with the property owners. The abandonment of the existing right of way would be made at the completion of construction.

LKW:we
cc: Alfred Shirley
John Oakes
F. D. Morrison
Lyle K. Watson

8308

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon

DATE March 14, 1975

TO Mr. Frank E. Terpin, Final Design Engr.

FROM F. D. Morrison, Res. Engr.

Vertrees
A. Olson
Terpin
Scott
Swenson
E. Olson
Trout

RECEIVED
MAR 17 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

SUBJECT Review of Preliminary Plans, Broadbent Section, Powers Highway

In answer to your questions, I have the following to offer.

1. Disposition of Water Lines?

At this time the problem is unresolved, however the Regional Utility Engineer is working on the water system controlled by the Broadbent School District and also on lines for provate individuals. All existing lines, in convlict, will have to be reinstalled during construction. All water lines crossing the main roadbed should be installed in conduit pipe. The remaining pipe lines should be buried.

2. Material Sources?

The proposed borrow source for this project is located in the SE¼ of Sec. 4, Twp. 30 S., R. 12 W. and is located on the Delos Hermann property. Department of Geology and Mineral Industries Permits are being prepared along with a reclamation plan covering the area.

Rip rap could also come from this borrow area. Exploration work is not completed at this time.

Surfacing Aggregates? No definite source is available at this time, but the Regional Geologist is working on prospective sources and our recommendations should be ready in the near future. Aggregates for CTB are available, but we are still looking for a source which will cover CTB and surfacing aggregates for the entire project.

3. Equipment and hours for clearing & shaping existing drainage channel?

The existing drain ditch does not require much excavation work. The existing ditch is full of debris (logs & brush) and should be cleaned out. The work could be done with a D-6 Dozer with wench and two laborers with chain saws. I estimate this work to take three days.

Equipment:		
	D-6 Dozer with wench	24 hrs.
	2-chain saws 24 hrs ea.	48 hrs.
	2 Laborers 24 hrs ea.	48 hrs.

By doing this debris removal by dozer and choker, the existing drain ditch would not be damaged and additional excavation would not be necessary.

Review of Preliminary Plans, Broadbent Sec., Powers Hwy. (Continued)

4. Any Foundation Problems on Embankments?

Emb. Fnd. Exc. is recommended from sta. 67 - 68. This involves an area about 18 feet wide on the right side. Exc. should be 2 feet deep and amounts to 133 C. Y.

Emb. Fnd. Exc. is recommended from sta. 68+50 - 69+50. This area is on the rt. side and averages 25 feet in width. Exc. should be 2 feet deep and amounts to 185 C.Y.

Emb. Fnd. Exc. is recommended from sta 125 - 127. This area is rt. of centerline and averages 35 feet in width. Exc. should be 2 feet deep and amounts to 520 C. Y.

Emb. Fnd. Exc. is recommended from sta. 158 - 160+50. This area requires exc. 2 feet deep on both sides of centerline and is about 70 feet wide, and amounts to 1,295 C. Y.

5. Possible Slide Conditions?

There is an existing slide left of sta. 64+00 - 66+50. The new alignment is located from 70 - 110 feet rt. of the slide and no corrective action is recommended.

There is an existing pop out rt. of the new center line between sta. 83+50 - 85+00. This pop out showed up afert Georgia Pacific removed their railroad tracks and started to remove an existing bulkhead between the railroad grade and the highway. The new fill will cover the old railroad grade and this condition should be eliminated.

An existing slide exists from sta. 165+50 - 167+25. This area is taken care of by the proposed Rock Slope Protection on the prelim. plans.

6. Review Foundation for 144" Str. Plate Pipe @ Rhoda Creek?

After looking at the site and discussing it with the Regional Geologist, I recommend that we subexcavate 3 feet below the installation and backfill with sand or a suitable backfill material. If backfill material is placed in the trench, I do not feel that camber in the pipe will be required.

GENERAL COMMENTS:

SHEET NO 3; If only one approach road is granted to the property owner rt. of sta. 57+00, I recommend that we install guard rail from the existing guard rail to sta. 58+10. This would require one additional "B" end piece and one additional anchor. Also I recommend another anchor be installed in the vicinity of sta. 59+40.

SHEET NO. 2B; The sta. shown for the 144" Str. Plate pipe should be 89+00 and the rate of flow, as checked in the field comes out to 4.10.

SHEET NO. 4; I recommend anchors on each end of the guard rail run lt. of sta. 86+00 - 90+00. Also i recommend that the existing 195 feet of 72-inch culv. pipe in Rhoda Creek be removed rather than abandoned.

SHEET NO. 5; I recommend another guard rail anchor lt. of sta. 110+40.

SHEET NO. 6; I recommend installation fo conduit pipes for water line crossings at stas. 118+32, 123+00 and 133+65. Perhaps this detail will be covered under negotiations being conducted by the Regional Utility Engr. I would also like to have the proposed Road Connection, Lt. sta. 138+50, eliminated. My proposed connection be located lt. of sta. 145+10. By eliminating the rd. conn. at sta. 138+50, we could abandon the existing highway, to the abutting property owners, from the vicinity of sta. 137 - 154, thereby cutting down on future maintenance costs on the remaining highway. This would also eliminate the proposed 50' of '" conduit sta. 138+50 lt. This would allow the existing water system in this vicinity to remain undisturbed. There is a 15-inch CMP drain pipe located across the field to the river from the existing drain ditch rt. sta. 129+86. This CMP pipe should be shortened to fit our proposed drain ditch and the remainder of the pipe left intact.

Review of Preliminary Plans, Broadbent Sec., Powers Hwy.(Continued)

SHEET NO. 7; I recommend installation of conduit pipes for water lines at sta. 146+30 and 152+15. Also one additional road approach should be installed lt. of sta. 155+50. We added this approach after the R/W appraisal contact with the property owner was made, and the owner requested this approach to move livestock from the lower pasture to the upper pasture.

SHEET NO. 8; I added the end of the project station to this sheet.

One set of Preliminary Plans, with suggested revisions, shown in red, are being submitted with this report.

cc: Regional Office in Roseburg

8208

OREGON STATE HIGHWAY DIVISION

MATERIALS SECTION
SALEM, OREGON 97310

March 4, 1975

Mr. Glae C. Gould
Kenhaul, Inc.
P. O. Box G
North Bend, OR 97459

Dear Mr. Gould:

Thank you for your letter of March 3 concerning materials sources for the Hauser-Clear Lake and Broadbent projects in Coos County.

COPY

As Mr. Wilson and I told you on February 27, the selection of an aggregate source has not yet been made. In order that the design engineers may be made aware of your materials sources and proposals for letting, I am sending a copy of your letter to Mr. E. S. Hunter, Assistant Highway Engineer in charge of the Design Branch.

We will keep you advised as materials are sampled from your sources and tested.

Sincerely,

JOHN C. JENKINS
Engineer of Materials

JCJ:gs

RECEIVED
MAR 5 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

KENHAUL, Inc.

ROCK PRODUCTS
To Meet Your Specification

POST OFFICE BOX G TELEPHONE 756-4104 NORTH BEND, OREGON 97459

March 3, 1975

Oregon State Highway Dept.
Salem, Oregon 97301

Attn: Mr. Jenkins:

Gentlemen:

I called your office last week regarding the work to be done on the highway between Hauser and Clear Lake in Coos and Douglas Counties. Particularly was I concerned with the material that was to be used for additional passing lanes.

I further inquired about the material to be used in the Broadbent portion of the Power's Highway also in Coos County. My concern again was the material specification as well as the source, whether state would acquire and make available the sources to prospective bidders.

After discussion and after getting very little help on these questions, I followed your advice and talked the next day to Mr. Elliott Parker at which time he assured me the specifications were not determined as yet. He indicated that he, or his people, would be taking samples from several sources in the near future (perhaps two weeks). This I believe is proper and may lead to the using of specifications com arable to those used by the Highway Department in completing Ocean Blvd. here in Coos Bay in three separate contracts.

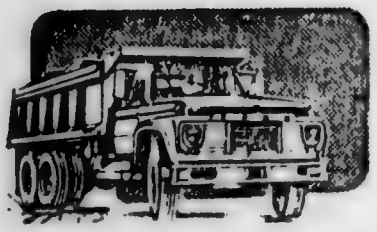
I would further ask your consideration as to designating these projects for Small Business only. There are adequate equipment and supplies and small contractors to do the work in the area and also, it would seem that the intent of Federal sponsored funds would be to support the use of local (Coos County) labor and supplies whenever possible. You must know that the competitor, as far as rock goes, is on the Umpqua River where one of the largest Federal funded operations exist and which is not in Coos County. You must also know that Douglas County has an unquestioned share of said "Disaster Funds".

I make reference to your March 20, 1975 Notice to contractors wherein a lime treated base is being used, to support the foregoing requests.

Please study and make response.

RECEIVED
MAR 4 1975
MATERIALS DIVISION
OFFICE

Respectfully,
Glae C. Gould



cc Robert Duncan
cc Elliott Parker, State Geologist
Ed Stevenson

NOTED
JOHN C. JENKINS

8308

242

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 24, 1975

To: The file

SUBJECT: File 48369
Gulstrom
Broadbent Section
Power Highway
Coos County

In the process of making an appraisal of subject property our appraiser contacted and discussed with Mr. Gulstrom the access at station 100 + 00 Northerly.

Mr. Gulstrom informed him that this access is not needed nor wanted.

Mr. Gulstrom was also concerned about a drain ditch which drains several properties and is involved with the relocated highway across his property. For appraisal purposes I have instructed our appraisal to assume this will be taken care of during construction.

Richard Wilson
Regional Appraiser

cc:
Salem office
Don Jones, Appraiser

1 Versteeg J
A. Olson
2 Terpin T
3 Scott
Swenson
R. Olsen
Trout

RECEIVED
JAN 28 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return to
Bring Up ___/___/
Other

REFERRED TO

Beard Reed
Cole Sample
Eriksen Watson W
Hager Wolfe
(Return) Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1-28-75
Send copy to Frank Terpin

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 24, 1975

To: the file

SUBJECT: Files 43342
48371
43336
Water lines and water supplies
Broadbent section
Powers Highway
Coos County

In appraising in the area of the three subject files our appraiser has come across the following information:

File 43342

Provision must be made for gravity flow from a spring at Station 137 + 90 left to cross under the access road and at station 138 + 40 to the Weekly remainder so pump house can be reestablished.

File 48371

A domestic water line crosses the highway at an unknown point to serve this property.

File 43336

A domestic water line crosses the highway at an unknown point to serve this property.

The above information is furnished pursuant to a request some months ago by our Utility Engineer, Mr. Kennon, to report anything we might find where utilities were affected.

Richard Wilson
Regional Appraiser

cc:
Salem office
Don Jones, Appraiser
Garry Kennon, Utility Engineer

1-28-75
Send copy to Frank Terpin

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 24, 1975

To: The file

SUBJECT: File 48372 - Boren
Broadbent Section
Powers Highway
Coos County

Mr. Boren, owner of Subject property has sold the store building on contract (unrecorded).

Because of the sale Mr. Boren needs access (35' - 16') at stations 120 +50 left and 122 + 05 left to serve his remaining property.

Mr. Boren also called attention to the fact that provisions must be made for water line crossing the right of way in the vicinity of station 123 + or -.

Richard Wilson
Richard Wilson
Regional Appraiser

cc:
Salem office
Don Jones, Appraiser

1-28-75
Send copy to Frank Tegan
and send original to Title

AMENDMENT TO CONTRACT

The undersigned, GEORGE BOREN and WANDA BOREN, husband and wife, sellers and the undersigned, HARLEY L. CLIFTON and MARY J. CLIFTON, husband and wife, buyers, do hereby mutually covenant and agree that the attached Contract of Sale dated April 18, 1967, shall be and is hereby amended in the following respects

1. Paragraph I. of said Contract is amended so as to describe the real property therein sold as follows:

> Beginning at the Southeast corner of Tax Lot 33, in the Southeast quarter ($SE\frac{1}{4}$) of Section 32, Township 29 South, Range 12 West of the Willamette Meridian, which point is located 617 feet North, 1037 feet West and 353.6 feet more or less, Northwesterly from the Southeast corner of said Section 32; running thence West 100 feet to the East side of the Myrtle Point - Powers Highway right of way; thence Southerly along said highway right of way 120 feet, more or less, to a $\frac{1}{2}$" iron rod driven in the ground; thence Easterly 185 feet, more or less to a 3/4" iron pipe driven in the ground on the Southeasterly boundary of the parcel of land conveyed to George Boren and Wanda Boren, husband and wife, in Book 247, Page 444, Deed Records of Coos County, Oregon; thence Northeasterly al ong said boundary 100 feet more or less, to the most Easterly corner of said Boren tract; thence Northwesterly to the point of beginning.
>
> TOGETHER WITH rights to water as described in said original Contract.

2. The purchase price specified in said Contract is hereby increased this date by the sum of TWO HUNDRED FIFTY AND NO/100 DOLLARS ($250.00), making an unpaid balance thereof at this time of $\$$_____, together with interest thereon at the rate of five per cent (5%) per annum from March 18, 1970 until paid.

IN WITNESS WHEREOF, the parties have hereunto set their hands and seals this 25th day of March, 1970.

George B. Boren

Wanda Boren
"SELLERS"

Harley L. Clifton

Mary J. Clifton
"BUYERS"

AMENDMENT TO CONTRACT

The undersigned, GEORGE BOREN and WANDA BOREN, husband and wife, sellers and the undersigned, HARLEY L. CLIFTON and MARY J. CLIFTON, husband and wife, buyers, do hereby mutually covenant and agree that the attached Contract of Sale dated April 18, 1967, shall be and is hereby amended in the following respects.

1. Paragraph I. of said Contract is amended so as to describe the real property therein sold as follows:

> Beginning at the Southeast corner of Tax Lot 33, in the Southeast quarter (SE¼) of Section 32, Township 29 South, Range 12 West of the Willamette Meridian, which point is located 617 feet North, 1037 feet West and 353.6 feet more or less, Northwesterly from the Southeast corner of said Section 32; running thence West 100 feet to the East side of the Myrtle Point - Powers Highway right of way; thence Southerly along said highway right of way 120 feet, more or less, to a ½" iron rod driven in the ground; thence Easterly 185 feet, more or less to a 3/4" iron pipe driven in the ground on the Southeasterly boundary of the parcel of land conveyed to George Boren and Wanda Boren, husband and wife, in Book 247, Page 444, Deed Records of Coos County, Oregon; thence Northeasterly along said boundary 100 feet more or less, to the most Easterly corner of said Boren tract; thence Northwesterly to the point of beginning.
>
> TOGETHER WITH rights to water as described in said original Contract.

2. The purchase price specified in said Contract is hereby increased this date by the sum of TWO HUNDRED FIFTY AND NO/100 DOLLARS ($250.00) making an unpaid balance thereof at this time of $_____, together with interest thereon at the rate of five per cent (5%) per annum from March 18, 1970 until paid.

IN WITNESS WHEREOF, the parties have hereunto set their hands and seals this 25th day of March, 1970.

George B. Boren

Harley L. Clifton

Wanda Boren
"SELLERS"

Mary J. Clifton
"BUYERS"

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 378-6388

RECEIVED
STATE HWY EN
OCT 1 '74
REFER TO
FOR
Info | Insp | R/D | D/R | Sign | File

October 1, 1974

Mrs. Frances Ellen McKenzie, Secretary
Powers Housewives for Highway #242
Box 379
Powers, Oregon 97466

Dear Mrs. McKenzie:

Thank you for your letter of September 6. I am sending a copy to Bill Brown--he will appreciate your commendation.

Four priority projects on the Powers Secondary will be the subject of a hearing tentatively scheduled for November of this year. The four sections to be presented at the hearing are Baker Creek, Rowland Creek, Gaylord and Powers Wayside. I would suggest that you acquaint yourself with the proposals and be prepared to present your recommendations and other comments to the hearing officer. Mr. Frank Morrison, our Resident Engineer in Coquille, has maps showing these projects and is available to explain them and answer questions.

The Broadbent Section proposed for construction soon was the subject of previous hearings and thus could be ready for contract sooner than other priorities since Federal requirements have already been met. This section includes three of your priorities: the Rhoda Creek and Robins Creek areas, which are subject to frequent flooding, and the sharp curve just north of Broadbent at the south end of the construction project completed a few years ago between Powers Junction and Rhoda Creek.

As you can see, the Broadbent Section is a separate Federal-aid project which includes three of your priorities and will not substitute for any of your other priority projects.

The cost of the work done by our maintenance forces to improve mobility and safety on the highway has not been charged to the priority projects which were discussed with your group.

I do not have any planned trips to your area in the near future but when I do, I will give you a call.

Sincerely,

George M. Baldwin
Director of Transportation

cc F. B. Klaboe
Sam R. Haley
A. E. Johnson
E. S. Hunter
V. D. Wolfe
Alfred Shirley, Jr.
H. S. Coulter
D. H. Moehring
Bill Brown
Frank Morrison

GCW:mc ESH:js fn

8301

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

August 28, 1974

FILE:

FROM: J. X. WILSON
Regional Construction Engr.

TO: E. S. Hunter
Asst. State Highway Engr.

SUBJECT: Alignment Revision
Broadbent Section
Powers Highway
Coos County

As requested, the new proposed line has been run in the field and property owners again contacted to determine acceptance. Resident Engineer Morrison's attached report indicates all those contacted favored the new alignment over the original "L-6" line. Also included in Morrison's report are suggestions and ideas relative to access and abandonment of the old roadway.

Because the new line will affect less good farm land and has the endorsement of the local people, Region recommends that line be adopted.

JXW/cw
Attach.

cc J. H. Versteeg
Lyle Watson
Frank Morrison

8-30-74
Wolfe-Versteeg
Alignment recommended by Region.
Ed H
cc Klabo
Boyd

RECEIVED
AUG 29 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon

DATE July 25, 1974

TO Mr. Alfred Shirley, Jr., Regional Engineer

FROM F. D. Morrison
F. D. Morrison, Res. Engr.

ROSEBURG REGION
RECEIVED
JUL 26 1974

SUBJECT Property Owner Contact - Broadbent Sec. of the Powers Highway

In response to your letter dated 6-18-74, addressed to Mr. Hunter, the revised centerline was run in the field and the affected property owners were contacted by the writer July 24, 1974.

I met with Mr. Monte Lund, Mr. Melvin Stewart and Mr. Stone at Mr. Stone's home where we discussed the revised alignment as staked in the field.

All property owners present, favored the revised alignment over the original L 6 alignment.

Each property owner inquired about access to their property below the proposed roadway, since the map I had only shows access points to the right, they wondered how they could move their livestock from one side of the highway to the other. I advised them that right angle approaches could be constructed to take care of this problem. There is also need for conduits for irrigation and electrical lines across the new roadway, as existing facilities are currently in use.

We then discussed the existing highway from the vicinity of sta. 133 to sta. 154. The property owners would like to have this section of the existing highway blocked off. I recommend that this portion of the old highway be abandoned to the adjoining property owners.

If the above section of the existing hwy. is abandoned, one approach should be constructed left of sta. 143 to provide access to the Weekly and Stone properties. I sugges that a construction easement be worked out to construct this access from the new raadway to the old hwy. I also advised the property owners that a use agreement for this approach would have to be handled by themselves.

After discussing drainage, loss of high ground and other minor matters the meeting ended.

I did not contact Mr. Weekly, since the last time I talked to him, we were only affecting him with our proposed access point to the old highway in the vicinity of sta. 138 and the current toe of fill lines appear to stay within the existing G. P. railroad right of way line.

cc: Lyle Watson - Design

TRANSACTION NUMBER 8-63

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
OREGON	8-16-74

BY (Signature)
L. W. RULIEN'S AUGUST 12, 1974 LETTER

TITLE
PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS _____

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 24 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
24	RS-206(8)	2.3	42,500	33,200

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
BROADBENT SECTION COOS COUNTY STATE OF OREGON	RIGHT OF WAY ACQUISITION

NOTED
E. S. HUNTER

RECEIVED
AUG 20 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
AUG 20 '74
REFER TO
Hunter
FOR
Info | Inves | R/D | O/R | Sign | | File

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF RIGHT OF WAY ACQUISITION, INCLUDING INCIDENTALS AND RELOCATION ASSISTANCE.

ORIGINAL TO
L.W. Rulien
8-21-74

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 8-16-74	SIGNATURE AND TITLE G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

9308

August 12, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-206(8)

We are submitting program data for one rural secondary (right-of-way) project, Item No. 24, Project No. RS-206(8), Broadbant Section which we desire to have included in the Federal-Aid Rural Secondary Highway Program.

This project has been selected by the State Highway Division and local authorities in cooperation with each other as required by the Federal-Aid Act.

We further request concurrent with your approval of the program authorization to proceed with all phases of right-of-way acquisition, including incidentals and relocation assistance.

Assurances regarding comparable replacement housing is not required for this project since relocation assistance consists of the moving of a gravel crushing operation. Relocation assistance will be provided from the Region 3 office in Roseburg.

Our State relocation program is realistic and is adequate to provide orderly, timely, and efficient relocation of of displaced persons as provided in Volume 7, Chapter 5, Section 1 of the Federal Aid Highway Program Manual.

We are enclosing copies of State and District 7 Clearinghouse approvals for the project.

CL:bz

Budget Bureau No. 41-R2067; Ap

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO H. Q.

FORM PR-1 (REV. 4-61)

U.S. DE

FEDERAL-AID PROGRAM DATA

August 12, 1974

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1 (19) (20)	St. Rd. 1.3 mi. N. of Broadbent S. 2.3 mi. 21 65	ADT	1,400	2,380 (66)	94 (70) (71) (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGNCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (8)	NUMBER
3	Right of Way Acquisition 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	RS- 14 23	206(8) 7

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
4	Rural Secondary	Coos	011 (14)

NAME OF URBAN AREA 17-31

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	247 (32)	242 (36) (37)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		St. Rd. 1.3 mi. N. of Broadbent to S. 2.3 mi.					
5					ROW		(Broadbent Section)	2.3	42,500	33,200	9,300	
5					CONST (CODE)							
							PROJECT TOTALS	2.3	42,500	33,200	9,300	

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23) (24) (28)

REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

August 12, 1974

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
St. Rd. 1.3 mi. N. of Broadbent S. 2.3 mi.	ADT	1,400	2,380	94	10	Oregon	41	075	24

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV. AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
y Acquisition								RS-	206(8)			

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Rural Secondary	Coos	011	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	247	242	

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		St. Rd. 1.3 mi. N. of Broadbent to S. 2.3 mi.						ROW Acquisition all phases incl. incidentals and relocation assistance.
ROW		(Broadbent Section)	2.3	42,500	33,200	9,300		(Future 2-12' lanes H.T. pave. with 4' shoulders) ROW - 110' Normal; Access Control-Partial Parking Restrictions-None.
CONST (CODE)								
		PROJECT TOTALS	2.3	42,500	33,200	9,300		

ESTIMATED PROJECT COST BY PHASES

D BY

APPROVAL DATES

REMARKS

(-OVER-)

USCOMM DUSC 68A-DC 48906-P61

Broadbent Section

Project No. RS-206(8)

Existing Facility: 18' oil surfaced roadway with 2' gravel shoulders.

Adjacent Sections:

N. End: 22' A.C. Pavement with 4' shoulders constructed under Project No. S-206(6).
S. End: 18' oiled surface with 2' shoulders.

Project Data: Right of way acquisition, all phases, including incidental costs, and relocation assistance and payments as required to provide for future construction of a highway facility to provide 2-12' lanes high type pavement with 4' shoulders.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Public Hearings: Held June 12, 1969 and April 29, 1971. Certification required by Section 128 "Public Hearings" of Title 23, U.S.C. was accomplished under the Secondary Road Plan, as a Memorandum to the files dated April 24, 1974.

Design Approval: The design was approved on April 29, 1974 under the Provisions of the Secondary Road Plan.

A-95 Review: State Clearinghouse and District 7 Clearinghouse letters of approval dated June 4, 1971 and May 19, 1971 respectively.

PPM 90-1: Final Environmental Statement was accepted by the Secretary of Transportation on March 22, 1972.

Data for PR-37: Relocation assistance consists of the moving of gravel crushing equipment for 1 business at an estimated cost of $7,500.

Note: This project is in Congressional District No. 4.

.8308

43

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

June 18, 1974

FILE:

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT:

TO: E. S. Hunter
Assistant State Highway Engineer

NOTED
E. S. HUNTER

393-J

In accordance with your request of May 31, F. D. Morrison, Resident Engineer, has contacted the property owners on the Broadbent Section of the Powers Highway and attached is a copy of his report on that contact.

By a copy of this letter to F. D. Morrison, I am instructing him to again contact the property owners after the line has been run in the field and submit a followup report.

AS/cw
Attach.

cc F. D. Morrison

RECEIVED
JUN 19 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon

June 13, 1974

To: Alfred Shirley, Jr., Region III Engineer
SUBJECT:

F. D. Morrison

F. D. Morrison, Res. Engr.

Broadbent Section, Powers Highway
Lund Property

In response to Mr. Hunter's letter dated May 31, 1974, I have contacted the following property owners on the Broadbent Section:

Mrs Lund & Son Robert Lund
Mr. & Mrs. Stone
Mr. & Mrs. Weekly
Mr. & Mrs. Stewart

I meet with Mrs. Lund and showed her our proposed line revision, she said her son would be handling the property negotiations etc., and requested I talk to him. She did however, favor the revised alignment over the original L 6 line which was run in the field.

When I talked to her son, he would like us to move the line up the hill more. I discussed this proposed change with hin and informed him we did not want to do excessive cutting below the homes in this area, theirs in particular, since there is always a possibility of creating slide movement if much cutting below the homes is done.

He has also requested access points left and right of sta. 157+ to enable the movement of livestock from one side of the road to the other. I told him I felt this could be done.

Mr Lund would like to have any reguired right of way taken above their bottom land. He did favor the proposed line change over the L 6 centerline.

I asked him about the old existing highway,weather he wanted it to remain as a frontage road or be cut off? He said he really did not care, but he would go along with the other property owners in the area.

I then contacted Mr. & Mrs. Stone, Son - in - law to Mrs. C. Lackey. Mr. Stone said he favored this revised line over the L 6 line, but he was satisfied with the existing Powers Highway. He asked for access points left and right near station 145+40, to move livestock from one side of the road to the other, since the livestock has to be moved form the lower land during periods of high water.

Broadbent Sec., Powers Hwy., Lund Property (Continued)

I talked to the Stones about the old highway. They want this section of the old highway cut off. They indicated that an approach between their property and the Weekly's could be built. This would allow the old highway to be cut off and abandoned. I also feel this would be betterthan a frontage road, since our proposed public connection, left of sta. 138 is close to existing water supplies and systems.

I then contacted Mr. & Mrs. Weekly. They favored the revised alignment over the original L 6 line. Mr Weekly stated this change would not effect them much, since the revised alignment basicly stayed inside the old G.P. railroad right of way. Mr. Weekly also wanted the old highway blocked. He was also in favor of the connection beingbuilt between their property and Stones. I told them this might be possible if the approach could be built on a construction easement. Then after the road was built the maintenance outside the right of way line would be theirs.

I then talked to Mr. & Mrs. Stewart. The Stewarts were favorable to the proposed line revision.

Mr. Stewart then asked about the drain ditch along the right side of the proposed roadbed. I told him it would still be required and we would take care of it. He then stated he would need access left and rightnear sta. 132+25, to move livestock across the highway. He questioned me about the possibility of installing a cattle pass under the roadbed? I told him it could not be justified cost wise.

Mr Stewart also requested that the old highway be blocked off. He does not like the loop created by our original proposal. I talked to them about the public approach to the old highway left of sta. 128+00. They did not object as long as they had a crossing for their cattle ahead on line. He stated movement of equipment was not bad down the road for a short distance.

The people I contacted all would like to see this line run in the field. I told them we would attempt to run the line in if possible in the next week or so.

After talking to these property owners, I think our new line revision should be used rather than the original L 6 line.

I also recommend that we abandon the old existing Powers Highway from the vicinity of station 129+00 to the vicinity of station 154+00. This would do away with our maintenance and also serve the people living along this portion of the existing highway.

I did not contact Mr. A. D. Herman, as he was not home when I stopped. His property does not show much change from the original L 6 line.

Please advise this office if any additional information is needed.

Salem, Oregon

May 31, 1974

A. Shirley
Regional Engineer

393-J

E. S. Hunter
Assistant State Highway Engineer

Broadbent, Powers Secondary Highway
Lund Property

Enclosed are several copies each of plan and cross sections in the area of the Lund property at Broadbent on the Powers Secondary Highway.

The matter of our proposed alignment taking more of Mr. Lund's bottom land then is necessary has been the subject of recent correspondence answered by Mr. Johnson, Deputy State Highway Engineer. We have made a proposed line revision to more nearly follow the abandoned railroad alignment and minimize the amount of bottom land necessary for the project. You will also note that we have consolidated access at several locations in order to utilize the existing highway as a frontage road.

Please take the information and contact Mr. Lund and any other interested parties in the area and see if the proposed revision will solve their problem.

I would appreciate your making a contact and giving us a report as soon as convenient.

ESH:js
Enclosures

cc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg

14 May 1974

Department of Transportation
Highway Division
Salem, Oregon, 97310

Dear Sir:

I am writing in regard to the proposed re-location of the Broadbent section of the Powers highway. Mr Douglas Luth explained to us a few weeks ago the proposed right of way and how it effected our property which is south of Broadbent.

Again the surveyors have found it necessary to locate the road across some of our good bottom land, as well as some of that of our neighbors. Our position, which is in objection to building on the bottom land, has not changed since the hearings you had on this project back in 1971. Only this time the railroad to Powers no longer exist and I understand the highway department is purchasing the 100 foot railroad right of way. So why do you need another 100 feet in the fields?

It is beyond my understanding why in this day, highway designers seemingly locate roads on as much good farm land as possible. We intend to oppose the highway being re-located on any of the bottom land.

I would think it would be better for all concerned if this matter could be discussed and worked out before your hearings begin again. I would like to have an engineer explain to me why the road is proposed as it is now. If it is necessary to straighten the one curve in the railroad right of way then why couldn't some of the hill land be used. We would rather lose the hill land and possibly ~~xxx~~ the house than to have the road built where now proposed.

Box 4
Gaylord Rural Station
Myrtle Point, Oregon
97458

RECEIVED
STATE HWY ENGR
MAY 16 '74
REFER TO
FOR
Info | Ltr | MD | DIR | Sign | Act | File

Sincerely,
L. Monte Lund
L. Monte Lund

RECEIVED
MAY 17 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8308

June 12, 1974

Board of County Commissioners
Coos County
Courthouse
Coquille, OR 97423

Attention: Fay Crabtree
County Clerk

Gentlemen:

Attached for your information is a copy of "Highway Corridor and Design Resolution No. 413" adopted by the Transportation Commission on May 29, 1974, covering the Broadbent Section of the Powers Highway.

Also attached is a survey approval map.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

8308

bc: G. M. Idwin/att.
C. W. Read/att.
A. E. Johnson/att.
E. S. Hunter/att.
L. W. Rullen
H. S. Cox
J. B. Boyd/att.
J. H. Versteeg
V. E. Skoog
Gary Sund/att.
Alfred Shirley/att.
B. B. Whipps

BLG:dg cm

May 2, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Finance and Survey Approvals
Broadbent Section, Powers Highway
Coos County

The survey on this section has been completed. A corridor-design public hearing was held April 29, 1971 to present a revised alignment based on evaluation of input received at a June 12, 1969 hearing. The Division has met all federal requirements for clearinghouse and environmental concerns. Design approval has been granted by the State Highway Division under the authority of the Secondary Road Plan.

This project, 2.41 miles in length, will relocate a northerly portion of the existing Powers Highway using abandoned rights-of-way from Georgia Pacific Railroad. The proposed roadway design will provide two 12-foot travel lanes, 4-foot shoulders with a curbed section in the community of Broadbent with 10-foot shoulders. A map is attached for your information. The total estimated cost for this project is $3,000,000 (right-of-way - $50,000 and construction - $2,750,000).

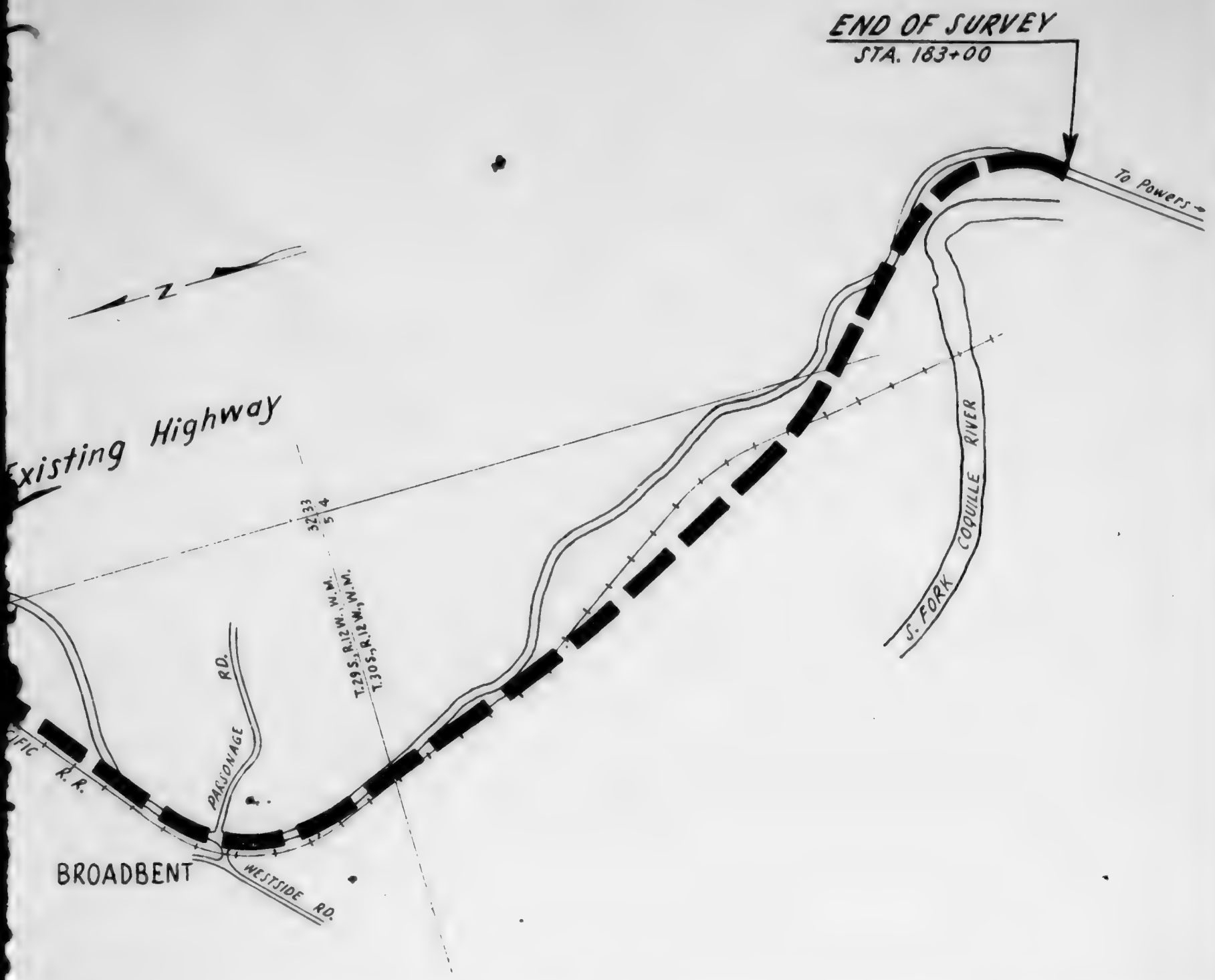
This project received your tentative approval November 24, 1971 on Program XIIA.

I recommend your approval of this Federal-Aid project at this time in order for us to proceed with the acquisition of right-of-way in anticipation of a construction letting early in 1975.

This matter will be on the agenda for your consideration at the May 29 meeting.

Attach.

DRG. NO. 1R-4-412



PUBLIC HEARING 4-29-71

SYSTEM ACTION

COUNTY None Required

STATE HIGHWAY COMMISSION "

BUREAU OF PUBLIC ROADS "

THROUGHWAY RESOLUTION ADOPTED "

ACCESS CONTROL Limited

APPROVED: 4-29, 1974

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

SURVEY APPROVAL MAP

BROADBENT SECTION

POWERS HIGHWAY

COOS COUNTY

SCALE:

DATE: April, 1974

FOR DETAILS SEE DRG. NO. 9B-5-11

vey Adopted
y 7, 1960

BEGINNING OF SURVEY
STA. 55+64.77

rtle Point

S. FORK COQUILLE RIVER

RHODA CR.

Existing Highway

Relocated Highway

GEORGIA PACIFIC R.R.

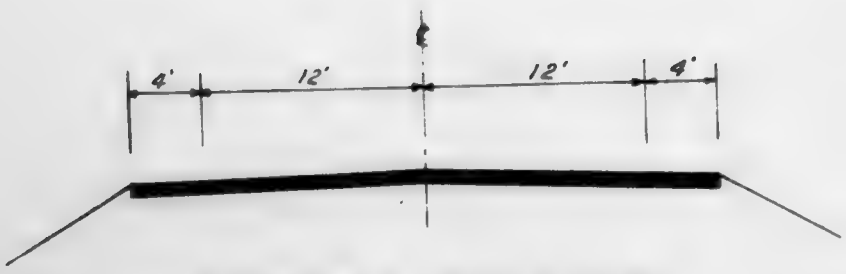
PARSONAGE RD.

BROADBENT

WESTSIDE R.

32 33
E 4

M.



TYPICAL SECTION

PUBLIC HEARING
SYSTEM ACTION
COUNTY
STATE HIGHWAY COMMISSION
BUREAU OF PUBLIC ROADS
THROUGHWAY RESOLUTION ADOPTED
ACCESS CONTROL Lim

APPROVED: 4-29, 19

2.41 Miles

FORM S-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 13, 1974

REFERRED Baldwin
STATE HIGHWAY ENGINEER
3/19/74

To: FILE

SUBJECT: Broadbent Section
Powers Highway

NOTED
A. E. JOHNSON

Some time back Mr. Baldwin, Mr. Klaboe and Mr. Glen Green of the FHWA discussed the procedures to be followed in order to qualify reconstruction of certain sections of the Powers Highway for Federal-aid funds. It was agreed that in order to qualify for Federal participation it would be necessary to write a draft EIS on a projected or relocated line throughout the section of the highway from Broadbent to Powers and then hold a public hearing and touch all bases, such as approval of final EIS and location.

On March 11 I discussed the project with Glenn Hossner of the FHWA pointing out to him that on June 12, 1969 a combination hearing was held on the Broadbent Section. Public input indicated that the proposed alignment would damage water supplies of the persons living in the Broadbent area, since these water supplies are primarily springs. Based on the public input, the alignment was revised and a second hearing was held on April 29, 1971. The revised alignment presented at this hearing met with public approval. Subsequently, the FHWA approved the final EIS in April, 1972.

Mr. Hossner concurred that we had touched all the bases on the Broadbent Section and therefore could proceed to construct on this section. Therefore, we will proceed immediately to prepare right of way descriptions and acquire right of way as rapidly as possible, aiming toward a schedule date of April, 1975. The Resident Engineer will start staking the center line in the field March 18, to be followed by delineation of the right of way limits so that the appraisers can immediately start to work. The procedures discussed in the first paragraph will therefore commence at the south end of the Broadbent Section, continuing on to Powers.

NOTED
R. L. SCHROEDER

Finally, this is a logical sequence of construction on this highway, since it will extend the reconstructed highway southerly with no gaps.

RECEIVED
WY ENGR
MAR 13 1974
REFER TO
FOR

RECEIVED
MAR 26 1974
Office of
Assistant State Highway Engineer

Victor D. Wolfe
Location Engineer

VDW:mc

cc Glenn Hossner
F. B. Klaboe
E. S. Hunter
J. H. Versteeg
L. W. Rulien
J. B. Boyd
H. S. Cox
Gary Potter
Gary Waltenbaugh
Alfred Shirley, Jr.

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1974

SUBJECT: Broadbent-Powers Section
Powers Secondary Highway
Coos County

To:

Mr. E.S. Hunter
Assistant State Highway Engineer

On March 23, 1973 the Location Section recommended acquisition of three sections of abandoned railroad right of way for highway purposes. The recommendation was approved and the sections were set up in three parcels. At this writing Georgia Pacific has already disposed of right of way in two parcels.

Parcel 1 - File No. 47852

This is the segment of right of way through the community of Broadbent. It is urgent that we acquire this segment. The Right of Way Section has been advised verbally to proceed post haste to complete appraisal and acquire. Georgia Pacific has not, to our knowledge, sold any of this parcel.

Parcel 2 - File No. 47852

Recommendation here was made on basis of present highway encroachment on right of way and is not required for proposed reconstruction. This segment of right of way has already been sold by Georgia Pacific. Since we hold prescriptive rights on the encroachment area (no recorded document), there is presently no compelling reason to acquire.

Parcel 3 - File No. 47852

This section is from White Bridge to Powers and has been deeded to Coos County for recreational purposes by Georgia Pacific. Need for widening and improvement in the area is minimal and acquisition was recommended as a long-range need. We do not have a compelling need.

RECEIVED
FEB 7 1974
LOCATION
SECTION

2 c 14

RECEIVED
FEB 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

The following action is recommended: Parcel 1 be acquired immediately; Parcel 2 be canceled (okayed by Region 3) and maintain highway with current prescriptive rights; Parcel 3 be canceled rather than contend with Coos County for deed at this time.

Please advise in this matter.

Victor D. Wolfe
Location Engineer

GCW:jp
cc: J.B. Boyd
Alfred Shirley
J.H. Versteeg

RECEIVED
JUL 14 1972

REVISED

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Broadbent
Highway: Powers (FAR 247)
County: Coos
Prefix: 106-1434

Res. Engr.
Approx. Length 1.7± miles
Sta. 70+ to Sta. 160+
Date 6-23-72

Mean Truck A.D.T. 380.0
Traffic Coefficient 9.1 (See Remarks on page 2.)
18 kip s. a. per day 143.0
(1)

Annual Precipitation 64"± (Powers)
Frost Penetration - - -
CBR Total Requirement 31.0"

Typical Soil

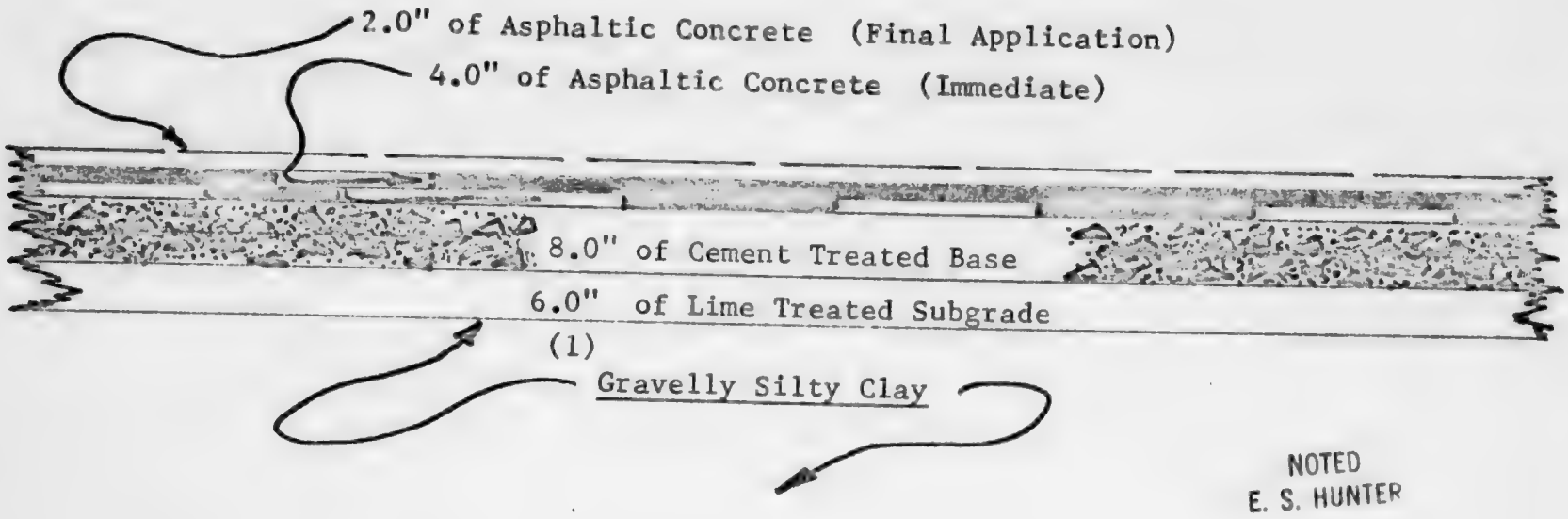
31 LL
16 PI
72 %P 10
52 %P 200
28 % Gravel
10 % C Sand
11 % F Sand
26 % Silt
26 % Clay
4 R Value
A-6 AASHO Classif.

Materials Source:

To be determined
by the Engineer.

Credit	*Actual Thick.*	*Component*
4.0	2.0	A.C. (F.A.)
8.0	4.0	A.C. (I.)
14.5	8.0	C.T.B.
5.0	6.0	L.T.S.
31.5	20.0	

STRUCTURAL SECTION



NOTED
E. S. HUNTER

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

Submitted by E. J. Gripp
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by
Location Engineer

Approved by
Asst. State Highway Engineer

SECTION: Broadbent

HIGHWAY: Powers (FAR 247)

COUNTY: Coos

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	CTB	*3/4"-0 Aggregate Base*	*Aggregate Base*	LTS	*"CBE" Total Requirement*	*Actual Thickness*
8.0 - 9.0	3.5"	4.0"	---	10.0"	6.0"	29.0"	23.5"
7.0 - 8.0	3.5"	4.0"	---	6.5"	6.0"	25.5"	20.0"
6.0 - 7.0	3.0"	---	2.0"	9.0"	6.0"	22.0"	20.0"
4.8 - 6.0	2.0"	---	2.0"	7.5"	6.0"	18.5"	17.5"
Cars Only	2.0"	---	2.0"	7.5"	---	13.5"	11.5"

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 7.9 and a C.B.E Requirement of 27.0". Toward the end of this period a condition survey (Visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application".

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	0.8"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Broadbent

HIGHWAY: Powers (FAR 247)

COUNTY: Coos

1100 Present ADT (19 72)

31 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	60	1.2	72	66	450	29,700
3	160	1.2	192	176	1000	176,000
4	2	1.2	2	2	1250	2,500
5	123	1.2	148	136	3180	432,480
6	0	---	---	---	2570	- - - -
				380	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 640,680

TWENTY YEAR EWL 12,813,600

TRAFFIC COEFFICIENT 9.1

SECTION: Broadbent

HIGHWAY: Powers (FAR 247)

COUNTY: Coos

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil.
7. Stage Construction: Part of design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: See remarks.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: See remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this section as the project will be in a known area of slope and foundation problems. Minor subsidence is anticipated and A.C. is more desirable for ease of possible restoration.

8304

RECEIVED
APR 14 1972

MEMO TO FILES
4/13/72

Re: Broadbent Section
Powers Highway No. 242
Coos County

Per request of Mr. Tom Edwards, State Highway Engineer, I contacted Mr. Lonnie Van Elsberg, Coos County Commissioner; Mr. John Bushnell, Mayor of Powers; and Mrs. Lillian Ross, City Recorder of Powers; regarding the status of the Broadbent Section of the Powers Highway in Coos County.

The above named officials were told that the State was negotiating with the Georgia Pacific Company, and in the event the railway is discontinued and removed, we would try to utilize as much of their alignment as possible to avoid disruption of the Broadbent community water sources, slide areas, etc.

They were also told that additional studies would be undertaken regarding the alignment southerly of Broadbent and determination made as to whether we should follow the basic existing highway and railroad alignment or consider a route to the west with a new crossing of the South Fork Coquille River.

They asked what would happen if the railway is not abandoned and were told we would have to pursue the existing proposal in the interest of those involved; i.e., railway relocation, salvage of community facilities, and the like.

Mayor Bushnell advised some 100+ logging trucks are now using the route and there would be many more in event of railroad removal.

The Mayor also indicated the "housewives" were going to be heard from as he said they had been promised a $1,200,000± project in February and an additional $900,000± project in July.

I believe we can gain and retain the confidence of the area if some construction could be done, either by state forces or contract, northerly of Powers from the Forest Service Center north to alleviate narrow, winding, steep bank areas and by continuing to pursue the existing or railroad alignment proposal for the Broadbent Section.

D. N. Harwell
Assistant Engineer
County and City Section

DNH:ljt;mm
cc: George Baldwin
Tom Edwards
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
C. T. Keasey
Victor Wolfe
Ralph Sipprell
J. H. Versteeg

NOTED
R L SCHROEDER

RECEIVED
APR 13 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 13 1972
FOR FILING

April 12, 1972

Hon. John L. Bushnell
Mayor, City of Powers
Post Office Box 250
Powers, OR 97466

Dear Mayor Bushnell:

Thank you for your letter concerning the Powers Secondary Highway. The Division, as you know, has held hearings in Powers and has had a difficult time resolving the problem in that area.

However, as plans were being processed for this construction, we became aware of the availability of the Georgia Pacific railroad. This will be a great help in moving traffic through Broadent without disrupting the community, and we are currently revising our project designs to take this into account.

Also, I might say that the removal of the railroad up the valley will greatly reduce construction problems. I cannot at this time, however, advise as to the timing of any future programming.

I have asked Mr. Don Harwell of our County and City Section to call on you at his earliest convenience.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

TE:ms

cc George M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. H. Young
Don Harwell

CITY OF POWERS
P. O. BOX 250
POWERS, OREGON 97466

April 5, 1972

State Highway Engineer
Mr Roderick L. Porter
State Highway Dept.
State Highway Building
Salem, Oreggon 97310

Dear Mr Porter:

I am writing in reguards to our road from Powers to the Hwy. 42 junction here in Coos County. This road is in a very hazardous condition. There are big drop outs that they cannot keep filled up; at present time we have over 100 logging trucks making at lease 2 trips out and in over ~~this~~ road every day except Sat & Sun. There are many places that you cannot meet, one has to stop for the other to go through, due to the drop offs. The repairs crews try to keep them filled, but with the heavy traffic they are dropped back down 6 to 8 inches at the end of each day.

It has been said many times with all the revenue that the State gets from this road from P.U.C. money they surly must be something that can be done about this road. If the revenue stopped coming from this road I am sure the State would not have as much money to spend elsewhere on other projects.

Please give this your attention as when Georgia Pacific removes the railroad from this area the truck traffic will increase by another 100 trucks, and this is to start in Sept. we have been told.

Yours truly
John L Bushnell
John L. Bushnell
Mayor
City of Powers
Powers, Oregon 97466

RECEIVED
APR 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 7 1972
PROGRAMING SECTION

8308

RECEIVED
APR 7 1972
FOR FILING

April 7, 1972

The Honorable Sam Dement
State Senator
727 7th Street
Myrtle Point, Oregon 97458

Dear Sam:

Pursuant to your call, I carefully checked the situation on the project proposed on the Powers Secondary. I find that on March 9, the Georgia Pacific Company advised they would discontinue the operation of their track; a copy of their letter is attached. We had a great deal of trouble working out a route through Broadbent. Removal of the railway will be to the advantage of both the Highway Division and the residents of the community. We currently are reworking the project to utilize as best possible the extra room made available through discontinuance of the railroad.

Our people will be in touch with the community sometime within the next two or three months in regard to the proposed final plan. It is true these actions will delay the project to some extent, but I believe it is a great step forward in preventing disruption of community facilities in Broadbent.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

Attachment
TE:cg
bc: George M. Baldwin
F.B. Klaboe
E. S. Hunter
Vic Wolfe
J. H. Versteeg
R. B. Sipprell

RECEIVED
MAR 31 1972
FOR FILING

Const
RM
Powers-Loe
Broadleaf Sec

March 29, 1972

Mr. Guy M. Head
Resource Director
Georgia-Pacific Corporation
Post Office Box 610
Coquille, OR 97423

Dear Mr. Head:

With regard to your plan to discontinue operation of the Georgia-Pacific railroad along the Powers Highway, investigation indicates that portions of the railroad right-of-way could be utilized by highway improvement. It would appear that if this were possible that there would be a less detrimental impact upon the environment.

Until we have had an opportunity to analyze our needs and discuss the possibility of acquiring your right-of-way for our use, we ask that you reserve action to dispose of the Georgia-Pacific railroad right-of-way.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

VDW:mc 1a

bc George M. Baldwin
Tom Edwards
E. S. Hunter
V. D. Wolfe
J. H. Versteeg

RECEIVED
APR 3 - 1972
FOR FILING

Cover
Powers file

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 22, 1972

To: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT:

Reference is made to your letter to Guy M. Head, Georgia-Pacific Corporation, re the abandonment of the Georgia-Pacific railroad along the Powers Highway.

Cursory inspection indicates that many sections of this railroad right of way will be of great benefit to us in the relocation of the Powers Highway. I am not aware of the timetable on this abandonment, but very definitely the Broadbent Section should be delayed until such time as we can utilize this right of way, which will eliminate many of the problems with the relocation of the highway through this section.

I would recommend that we make a rather careful reconnaissance evaluation of the entire section of this highway from the newly reconstructed section at the north end to Powers.

As I pointed out, there is no question but what we would utilize the right of way in the Broadbent area, but there are many other areas where it might be actually less expensive to realign our highway on the railroad alignment.

I don't know how soon I can get on this with my reconnaissance staff, but unless you instruct otherwise, I will proceed on this basis.

NOTED
E. S. HUNTER

Victor D. Wolfe
Location Engineer

RECEIVED
MAR 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Attachment
VDW:mc

cc George C. Wills
W. N. Hackleman
J. H. Versteeg

BP 52479-734

RECEIVED
MAR 16 1972
FOR FILING

Const
RLH
Powers Sec

Broadhead Sec

March 16, 1972

Mr. Guy M. Head
Resource Director
Georgia-Pacific Corporation
Coos Bay Division
P. O. Box 610
Coquille, Oregon 97423

Dear Mr. Head:

Thank you for advising us that you plan to discontinue operation of the Georgia Pacific railroad along the Powers Highway. We will take this into consideration when planning the reconstruction of the highway.

We would also like to take this opportunity to thank you for your excellent cooperation in the past. We will, I am sure, be in contact with you in the future regarding this project.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

bc: George Baldwin
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
J. H. Versteeg

GEORGIA-PACIFIC
CORPORATION

P.O. BOX 610 • COQUILLE, OREGON 97423 • 503-396-3151

March 9, 1972

Mr. Floyd Query, Secretary
Oregon State Highway Division
Salem, Oregon

Gentlemen:

Last year I talked with a representative of the State Highway Division at which time he informed us of plans to reconstruct the Broadbent Section of the Powers Highway. These plans included realignment of Georgia-Pacific Corporation's Railroad to obtain a more favorable location for the Highway. Since that meeting, our plans have changed somewhat and we now plan to discontinue operations of the Railroad some time during 1972. Your plans will be affected by our decision as it will no longer be necessary to rebuild the railroad.

Feel free to contact me at my office in Coquille at any time you wish to discuss this matter.

Yours very truly,

GEORGIA-PACIFIC CORPORATION
Coos Bay Division

Guy M. Head
Resource Director

GMH:el

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

222

830K

RECEIVED
MAR 31 1972
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: March 28, 1972

In reply refer to: 10-35-EC

FROM : R. H. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-206(-)
Broadbent Section, Powers Highway
Final Environmental Statement

The subject final environmental statement has been reviewed and accepted by the Office of the Secretary of Transportation, and CEQ was furnished the final environmental statement on March 22, 1972.

The project can be advanced in the normal manner on April 24, 1972. Copies of this final environmental statement as sent to CEQ should be distributed as required by PPM 90-1.

3-31-72

Schneider

RECEIVED
MAR 31 1972
OFFICE OF
SECRETARY OF TRANSPORTATION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

1308

RECEIVED
SEP 2 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 31, 1971

To: R. L. Porter
State Highway Engineer
S A L E M

SUBJECT: Mayor John Bushnell
City of Powers
Letter of August 20, 1971

I have quizzed several people in regard to the misinformation received by Mayor Bushnell regarding programming of the Broadbent Section of the Powers Highway and find that this apparently is a misunderstanding on the Mayor's part of a discussion with Resident Engineer Bobby Johnson.

Johnson indicated that he had discussed this project with the Mayor and had advised him only that he was not aware of any established construction date for the project. Apparently this was misinterpteted by the Mayor to mean that the project had been removed from the program.

C. T. Keasey cc

C. T. KEASEY
Regional Engineer

CTK:cc

NOTED
R. L. PORTER

NOTED
JOHN EDWARDS

RECEIVED
SEP 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BP 52475-734

RECEIVED
AUG 30 1971
FOR FILING

August 27, 1971

The Honorable John L. Bushnell
Mayor of Powers
Post Office Box 250
Powers, Oregon 97466

Dear Mayor Bushnell:

This is in response to your August 20 letter addressed to Floyd Query which concerns the Broadbent Section of the Powers Highway.

First of all, the project has not been removed from any program and, secondly, it was necessary to make considerable revision following the first hearing so as to protect existing water sources as much as possible. This has caused the project to move ahead rather slowly, but I believe we can now proceed with a plan that will have general approval.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

cc Hon. Sam Dement
Hon. Jack Ripper
Hon. Rod McKenzie

bc Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. Hall
George Wills
C. T. Keasey - Where did he get this information.

REFERRED TO
Admin
BY SECRETARY

CITY OF POWERS
P. O. BOX 250
POWERS, OREGON 97466

August 20, 1971

Mr Floyd Query, Secretary
State Highway Commission
Salem, Oregon 97310

Dear Mr Query:

I am writing in requards to the Broadbent section of Powers Highway. What is being done about it? I have been told that this has been taken off the programing for realinement. Why?

Ifever there was a road that needed relinement and repairs it is the Powers Highway, even the State Highway officials, say this is the worse road in the State of Oregon.

We have, right now, 50 to 75 logging trucks going over this road every day, and I have no idea how many trips each truck makes a day , but there are that many trucks using this road. The heavy loads do no help the situation of this road, it is getting rougher and more dangerous and impossible for two vehicles to meet in places due to undermining and breaking off of the highway. We have had many accidents the past 4 months on this road and this should show that it is a hazzard. We are in dire need of something being done now, not 20 years from now.

There is always the excuse of money, but if the P.U.C. funds were cut off from this section of road, there would be alot of hollering and it would not be Powers either.

There must be someway that they can find funds for the improvement of this road, as they certainly get enough revenue from it.

Please see that this letter gets to the right persons as we would like a answer back, as this road is in need of immedate attention. Thank you.

Yours truly
John L. BUshnell
John L. BUshnell
Mayor
City of Powers
Powers, Oregon 97466

RECEIVED
AUG 25 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 25 1971
OREGON
STATE HIGHWAY COMMISSION

c.c Sam Dement
Jack Ripper
Rod McKenzie

CITY OF POWERS
P. O. BOX 250
POWERS, OREGON 97466

August 20, 1971

Mr Sam Dement
State Senator
Salem, Oregon 97310

Dear Mr Dement:

We would like to ask your assistance in finding out why the Broadbent Section of the Powers Highway has been dropped from the programing? As you know the money was appropriated 2 years ago for the realinement and nothing has been done about it, Why?

You know Sam, as you drive over this road alot, that we have between 50 and 75 trucks, not trips, using this road every day. It is getting rougher and breaking off and undermining in many places to the point where two vehicles are unable to meet. I do not know what is going to happen this winter, when it is in the shape it is now.

Please give this you attention as I feel this is getting crtitcal and mor so, as time goes on. Thank you.

Yours truly

John L. Bushnell
Mayor
City of Powers
97466

cc State Hwy Dept.
Rod McKenzie
Jack Ripper

RECEIVED
AUG 25 1971
OREGON
STATE HIGHWAY COMMISSION

CITY OF POWERS
P. O. BOX 250
POWERS, OREGON 97466

Aug 20, 1971

Jack Ripper
State Representitive
S lem, Oregon 97310

Dear Mr Ripper:

We have been told that the realinement of the Broadbent Section of the Powers road has been dropped from the programing.

We want to know why this has been dropped? They had the money appropriated 2 years ago for this realinement and why has nothing been done. We know that there were two people in the Broadbent section were against the realinement, but this would never bother the State if the road was to go in, they would condemn the property and go ahead on it, this would not block the State.

The road is under heavy use by heavy logging trucks between 50 & 75 trucks making several trips apiece per day. The road is getting rough and breaking off and very dangerous to be on.

Please try and find out what the hold up is, and see if this can't be speeded up, as this is badly needed. Thank you.

Yours truly

John L. Bushnell
Mayor
City of Powers
Powers, O egon 97466

cc State Hwy Dept.
Sam Dement
Rod McKenzie.

RECEIVED
AUG 23 1971
OREGON
STATE HIGHWAY COMMISSION

CITY OF POWERS
P. O. BOX 250
POWERS, OREGON 97466

August 20, 1971

State Representitive
Rod McKenzie
Salem, Oregon 97310

Dear Rod:

At our Public meeting here in Powers June 23, 1971, you stated that the Broadbent section of the Powers road was definately, was in the programing for relinement. We have been told that this has been taken off the programing. We want to know Why?

This road is in terrible shape. We have from 50 to 75 trucks hauling over this road every day, and I would like to know why they can't do something about it? There is enough P.U.C. Funds collected each month to pave this road in Gold to Powers. The heavy loads are breaking the road down and is hazardous t o travel over. The road is broken off in places where two vehicles would be unable to meet let alone a loging truck.

Will you please look into this matter and especially the Broadbent Powers Section, and let us know what has happened? Thank you.

Yours truly

John L. Bushnell
Mayor
Powers, Oregon 97466

RECEIVED
AUG 25 1971
OREGON
STATE HIGHWAY COMMISSION

cc State Hwy Dept.
Jack Ripper
Sam Dement

8308

REGION II
SOUTHWEST OREGON
P. O. BOX 677

STATE OF OREGON
OREGON STATE GAME COMMISSION
REGIONAL OFFICE
ROSEBURG

August 10, 1971

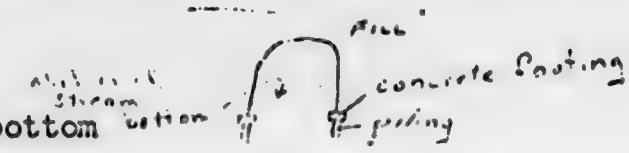
Mr. Bobby Johnson
Oregon State Highway Department
845 N. Central
Coquille, Oregon 97423

Dear Mr. Johnson:

The Rhoda Creek crossing on the proposed new section of the Powers Highway will not as presently designed allow adequate passage of coho salmon and winter steelhead. It is imperative that these species of fish be allowed unobstructed upstream passage so as to better utilize the portions of Rhoda Creek above the highway for spawning and rearing.

At our meeting in your office on August 3 in which these passage problems were discussed, it was decided that I would submit to you what we require regarding fish passage criteria. I am listing my suggestions in order of preference realizing, however, that some of the suggestions may not be practical due to excess cost, etc.

1. Bridge

2. Arch culvert with natural bottom 

3. Round multiplate - to be designed so that at a stream flow of 50 cubic feet per second the velocity through the culvert will not exceed 6 to 8 feet per second.

   a. Install culvert at grade flat enough to slow water to 6-8 ft/sec. (or)

   b. Install baffles in culvert to slow water to 6-8 ft/sec.

4. Square concrete box culvert - same flow criteria as round multiplate - 6-8 ft/sec at flow of 50 cfs.

   a. Install at grade flat enough to slow water to 6-8 ft/sec (or)

   b. Install baffles to slow water to 6-8 ft/sec.

   c. Construct a "ditch" to concentrate water during low summer flows. (see drawing)

At our meeting it was indicated that the culvert would be installed at the same elevation as the present culvert. If this is true some additional problems arise. At the outfall of the present culvert is an approximately 6 foot drop. Such a drop is nearly impossible to negotiate by migrating fish.

If the new structure is to be installed at the same elevation as the present structure, it will be necessary to construct a device to allow fish to enter the culvert. This device will probably need to be a series of jump pools constructed in a stair-step fashion. The maximum vertical distance between each box, or jump pool, should be 18 inches. The length of each pool should be such that during 50 cfs flows the turbulance will not be intolerable to salmon and steelhead.

Please refer to the fish passage structure constructed near Canyonville, Oregon when I-5 was constructed. Although I have not personally observed the Canyonville structure, I understand that it is very similar to what may be needed at Rhoda Creek and that the structure does pass fish well.

If at any time you may have additional questions or comments please feel free to contact me or Mr. Reino Koski, staff biologist in Portland. We would be happy to meet with you to discuss the matter.

Sincerely,

E. D. Schultz

cc: Ken Cochrun, Roseburg
Reino Koski, Portland

OREGON STATE HIGHWAY DIVISION

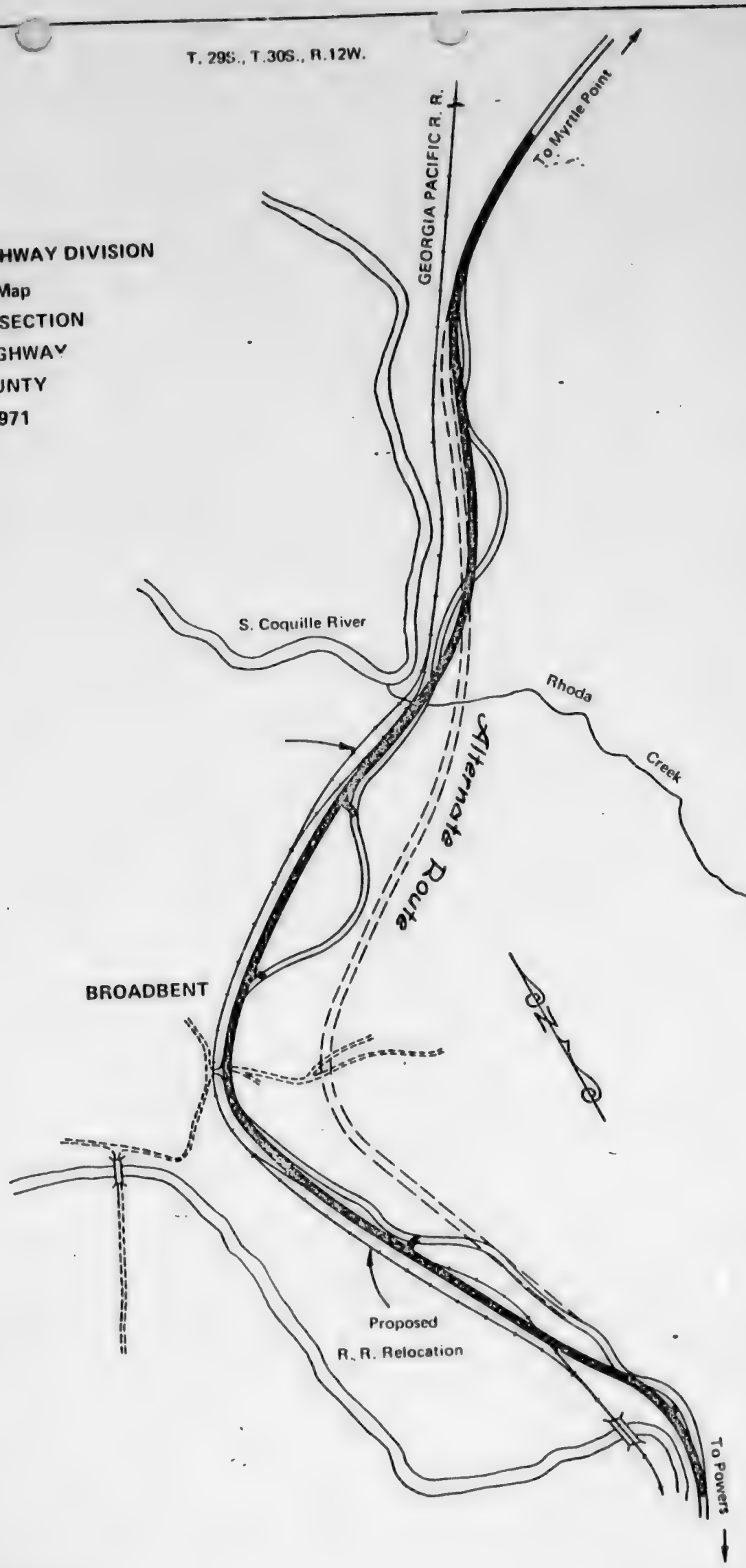
Sketch Map

BROADBENT SECTION

POWERS HIGHWAY

COOS COUNTY

April, 1971



8308

2

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

Cleighton Penwell
EDWARD G. WESTERDAHL III
Director

June 4, 1971

Kleiber 6-8-71

R. L. Porter, State Highway Engineer
Department of Transportation
129 Highway Building
Salem, Oregon 97310

Coos Co.

Re: Broadbent Section, Powers Highway
Clearinghouse #71.0165

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has officially completed the review of this program as required by OMB Bulletin A-95.

Your Notice of Intent was referred to the appropriate State agencies for review. All respondents indicated concurrence and approval.

The Geology Department noted that:

"Landslides are present and should be taken into consideration in the plans".

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency. Comments of the appropriate local reviewing agency should also be included.

Sincerely,

Cleighton Penwell

c: R. E. Simpson FHWA
F. L. Hall
H. S. Cox
B. L. Gifford
D. H. Moehring
R. A. Sandmann
C. T. Keasey
W. H. Tebeau

Veeder 6-8-71

BEN GIFFORD

RECEIVED
JUN 8 1971
PROGRAM & PLANNING

RECEIVED NOTED
JUN 8
OFFICE OF
STATE
R. W. CLELLAN

1308

RECEIVED
JUN 3 - 1971
FOR FILING

Southern Pacific Transportation Company

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

251 Union Station • Portland, Oregon 97209

May 27, 1971

IN REPLY PLEASE REFER TO

323-3
0-0-71-12

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Routing: Morgan, Decker, Bond, Walker, Poage, Swan, Glanz, Litchfield, Gallagher, Stein

RECEIVED
JUN 2 1971
CONSTRUCTION
DIVISION

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Referring to your letter of April 14, relative to improvement on the Broadbent Section of Powers Highway in Coos County.

The plan submitted with your letter of April 14 has been checked and it is our recommendation that the following be incorporated in your contract for improvement of this section of the highway:

1) Placement of guard rails where the highway is immediately adjacent to and above the tracks.

2) Placement of guard rails around sharp curves where the highway is adjacent to the track.

3) Drainage from the highway to be handled to meet the existing railroad drainage culverts and bridges.

4) SPT Co. is to be adequately protected during construction.

5) SPT Co. is to be given an opportunity to approve the final construction plans for the railroad line changes.

Yours truly,
A W Kilborn

cc: Mr. D. L. Mobley
Logging Manager
Georgia Pacific Corp.
Coquille, Oregon
FB Klaase
FL Hall
CT Keasey
JE Holcomb

RECEIVED
JUN 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

EXECUTIVE DEPARTMENT
PROGRAM PLANNING DIVISION
FEDERAL AID COORDINATION UNIT
301 Public Service Bldg., Salem, Oregon 97310

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING MAY 7, 1971

Distribution of information relative to these projects has been made to selected State agencies for review. If your agency was not included in the distribution and you desire to examine and comment on any of the proposals, information will be supplied upon request.

Clearing-house #	Applicant	Project Description	Location	Admin Dist.
71.0161	State Water Resources Board	Comprehensive Planning $ 91,406	Statewide	-
71.0162	Highway Division	Moonshine Park Development $ 27,490	Lincoln County	4
71.0163	Highway Division (Historical Preservation)	Eric Lindgren Ranch House Restoration $ 5,000	Clatsop County	1
71.0164	Highway Division	NE 148th Ave. - NE 188th Avenue (N.E. Halsey St.) $ 800,000	Portland	2
71.0165	Highway Division	Broadbent Section Powers Highway $1,000,000	Coos County	7
71.0166	Highway Division	Nehalem River (Clear Cr.) Bridge Section $ 150,000	Columbia County	2
71.0167	Port of Portland	Portland International Airport - Airport Lands $2,600,000	Portland	2
71.0168	State Economic Opportunity Office	Vista Volunteers	Statewide	

RECEIVED
MAY 12 1971
FOR FILING

NOTED
TOM EDWARDS

NOTED
F. B. [illegible]

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID; WEEK ENDING MAY 7, 1971

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
71.0169	Sutherlin Knolls	Recreation Facilities Improvement Loan $ 18,000	Sutherlin	6
71.0170	Economic Development and Consumer Services	Develop State Occupational Safety and Health Plan $ 110,000	Statewide	-
71.0171	Highway Division	North Fork Park Development $ 3,500	Marion County	3
71.0172	Highway Division	Bear Creek Park Development $ 10,400	Marion County	3
71.0173	City of Portland	N. Vernon to St. Johns Water Supply Line $2,015,000	Portland	2
71.0174	Dept. of Environmental Quality	State Water Pollution Control Program $ 873,000	Statewide	
71.0175	Development Opportunity, Inc.	Institutional Resources Mobilization Demonstration $ 46,060	Clackamas County	2
71.0176	Portland Model Cities	Second Year Funding $3,745,000	Portland	2
71.0178	Clatsop County IED	Summer Head Start $ 33,776	Astoria	1
71.0177	Board of Education	Drug Education Program for Oregon Teachers $ 23,200	Statewide	

8308 71.0165

STATE OF OREGON

INTEROFFICE MEMO

TO. Agency Addressed

DATE: May 4, 1971

FROM. Federal Aid Coordination
301 Public Service Bldg.
Salem, Oregon 97310

Applicant Highway Division
Broadbent Section
Powers Highway

SUBJECT: Project Notification and Review: # 71.0165

Return due by May 20, 1971

The attached Notice of Intent to apply for Federal Funds is for your review and comment. Please address yourself to the extent with which it conforms to or conflicts with other plans or projects proposed or in effect. Comments or suggestions for improvement of the project are earnestly solicited.

R E S P O N S E

( ) No Interest

( ) Need More Information

(X) Concur and Approve
- Explain Below -

( ) Cannot Concur
- Explain Below -

Explanation and Comments

Reply to this notification has been delayed pending investigation of the possible solutions to fish passage problems on Rhoda Creek. Passage at the present culvert is impossible except for several short periods when the South Fork Coquille floods and backs water into Rhoda Creek.

Our personnel have been working with the State Highway people on this problem. Attached is a copy of a letter from our district biologist to the Highway Department office in Coquille in regard to solving the problem of fish passage. Every effort should be made to utilize the fishery values of this stream, which were diminished by the placement of the original culvert.

ROK:js

Enc.

cc: FCO, Attn: Burt Carnegie/w. enc.
Environmental Coordinator, State Highway Dept., Salem/w. enc.

RECEIVED
MAY 1971

8308

RECEIVED
MAY 3 - 1971

FOR FILING

MEMO TO THE FILES

Salem, Oregon
April 29, 1971

F. B. KLABOE

Re: Railroad Relocation
Broadbent Section
Powers Highway
Coos County

On April 22, 1971, John Holcomb and I met with Mr. Guy Head of the Georgia Pacific Corporation in his office in Coquille to discuss the relocation of some 5,000 feet or railroad tracks required by the construction of the above captioned section.

Mr. Head had no objection to our proposed plan, but questioned the amount of foundation exploration we had done in the vicinity of Rhoda Creek and the necessity of moving the tracks in that area. We assured him that adequate exploration will be made and a sound design produced to assure stability of both railroad and highway roadbeds.

We indicated to Mr. Head that the construction, right of way acquisition, and track relocation would be handled in the following manner:

1. Right of way would be acquired by the State, and a strip containing the relocated tracks would be conveyed in fee to the railroad. The distance from the centerline of relocated track to the railroad-highway boundary has yet to be determined, but it should be a uniform distance, probably along the ditch line of the railroad.

2. The existing railroad right of way to be occupied by the State, or to be rendered useless for railroad purposes, will be traded to the State in exchange for the right of way conveyed to the railroad. The section of railroad right of way between Highway Stations 135 and 154 will be used by the State in its negotiations with the property owners through that area.

3. The railroad roadbed, ballast and tracks will be constructed by the State's contractor using specifications drawn by the railroad.

4. The connection of the old track to the new track at each end of the relocated line will be performed by railroad forces.

5. The removal of the existing track will be handled by the State's contractor.

6. The existing track is composed of 70-pound rail. The new track will be constructed with the same weight of rail if available.

7. The State will stand the first year extraordinary maintenance in accordance with PPM 30-3.

8. Railroad will be reimbursed for all their expenses in accordance with PPM 30-3, including the extraordinary maintenance.

9. Train volumes: Georgia Pacific Corporation - one train per day maximum; Southern Pacific Transportation Company - one round trip three days per week.

10. Plans and specifications must be approved by Southern Pacific Transportation Company, since they operate trains over the track.

I suggested to Mr. Head that he be prepared to make a statement at the hearing which is to be held on April 29, 1971.

I suggest the plans for this project be prepared with these factors in mind.

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: F. B. Klaboe
F. L. Hall
D. H. Moehring
C. T. Keasey
L. W. Riley
J. E. Holcomb

RECEIVED
APR 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

6381

45

RECEIVED
APR 16 1971
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

April 14, 1971

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Detail Map, Profile and Cross Sections
Broadbent Section
Powers Highway
Coos County

Gentlemen:

This is in reply to your letter dated April 13, 1971, wherein you request information concerning the above captioned section.

Herewith you will find two (2) prints each of our detail map, profile and four (4) rolls of cross sections showing the construction as proposed.

On April 8, 1971, I transmitted to Mr. Dewey L. Mobley, Logging Manager of the Georgia Pacific Corporation in Coquille, this same information. I requested him to review this information and suggested a meeting during the week of April 19 to discuss this project.

In line with our telephone conversation today, it may be desirable for you to be at that meeting. I will advise you by telephone as soon as I hear from Mr. Mobley.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosures
cc: Mr. D. L. Mobley, Georgia Pacific Corporation
Southern Pacific Transportation Company - San Francisco w/enclosures
F. B. Klaboe w/copy of SP letter
F. L. Hall "
L. H. Young "
C. T. Keasey "
J. E. Holcomb "

RECEIVED
APR 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

IN REPLY PLEASE REFER TO

April 13, 1971

323-3

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Received newspaper notice of a formal corridor design public hearing for Thursday, April 29, in the Board of Commissioners Hearing Room, Coos County Courthouse, Coquille, concerning proposed plans for right of way acquisition and construction of the Broadbent Section of the Powers Highway lying near the community of Broadbent.

Please furnish this office with details of proposed highway work which would include the railroad line change. These plans are needed even though this portion of the railroad belongs to the Georgia Pacific, we operate our trains over this trackage.

Yours truly,

A W Kilborn

Routing

RECEIVED
APR 14 1971
CONSTRUCTION
DIVISION

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe, Administrator

DATE: April 12, 1971

In reply refer to: 08-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project S-206(-)
Broadbent Section, Powers Highway
Coos County

We have reviewed your request for approval of the proposed typical section for the Broadbent Section, Powers Highway, Coos County Road.

The projected 1990 ADT of 2350 vehicles indicates that a 12-foot travel lane, 10-foot shoulder section should be built.

Consideration has been given to the information furnished in your March 29 letter but we find it does not warrant the deviation from standards you have proposed.

Therefore, we do not approve the proposed changes in the typical section.

4-14-71

REFERRED TO
Hall
By
dennis

RECEIVED

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

8301

RECEIVED
APR 12 1971
UTILITY UNIT
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310
Phone 378-6511

TOM McCALL
GOVERNOR

April 8, 1971

Georgia Pacific Corporation
P. O. Box 610
Coquille, Oregon 97423

Re: Detail Map, Profile and Cross Sections
Broadbent Section
Powers Highway
Coos County

ATTENTION: Mr. Dewey L. Mobley
Logging Manager

Gentlemen:

On April 29, 1971, the Oregon State Highway Division will conduct a public hearing at which they will take testimony concerning the construction of the above captioned section.

The construction, as proposed, will have a material affect upon your trackage throughout this area. In addition to considerable longitudinal encroachment throughout the project, it is proposed to relocate two sections of your track. These are between Railroad Stations 575 and 593 and between Railroad Stations 583 and 618.

You will find attached, two (2) prints each of our detail map, profile and four (4) rolls of cross sections showing the construction as proposed. I suggest you review this material thoroughly so that you will be prepared to make an appropriate statement, if you so desire, at the hearing.

I should also like to meet with you at some time during the week of April 19 to discuss this project. Please indicate by return mail, a time and place that would be convenient during that week. Your cooperation in this matter will be sincerely appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

cc: F. B. Klaboe
F. L. Hall
L. H. Young
C. T. Keasey
J. E. Holcomb w/one print of each drawing

8308

RECEIVED
APR 14 1971
FOR FILING

MYRTLE POINT PUBLIC SCHOOLS

DISTRICT NO. 41, COOS COUNTY
JOE H. STEWART, Superintendent - Clerk
MYRTLE POINT, OREGON 97458

BOARD OF DIRECTORS
GLENN GULSTROM, Chairman
HAROLD ROBISON, Vice Chairman
TOM COFFMAN
ROBERT GROVES
AVONA NOYES
HOWARD WINKELMAN
MELVIN ZUMWALT
JIMMIE A. KING, Supervisor
PAULA COOK, Deputy Clerk
W. L. GASSMAN, Accountant - Pur. Agent

PRINCIPALS
WILLIAM RICHARDSON, High School
PAUL T. FRANZEN, Myrtle Crest
POWELL LANCASTER, Bridge
OLGA F. ROYER, Maple
PHILIP SCHERMERHORN, Arago
STANLEY R. KNIGHT, Broadbent
EDGAR BOWEN, Dora

April 6, 1971

Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Mr. Query:

I am in receipt of a copy of your letter to Coos County Commissioner, Frank Rema, concerning your plans for relocation and alignment of that section of the Powers Highway in Broadbent.

The School District will attempt to be represented by Board members or myself at one of the informational hearings on the 28th and 29th. However, I would like to explain our interest at this time.

The Broadbent School receives its water from a spring and reservoir on the Hermann property and the pipeline crosses the road near the present Stone property and parallels the railroad track along the Stone-Thompson property into town. It would seem that the present alignment would cover our pipeline either with the road or railroad. The school's concern would be that the line would be moved or replaced so that it would be accessible for maintenance in the future.

Sincerely,

Joe H. Stewart

Joe H. Stewart
Superintendent

JHS/bac

NOTED
FLOYD QUERY

RECEIVED
APR 16
STATE HIGHWAY COMMISSION

3 of 8

43

RECEIVED
MAR 29 1971
FOR FILING

March 29, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Broadbent Section, Powers Highway, Coos County

Approval of the proposed typical section for this section is being requested based on the following data. The proposed design consists of two 12-foot travel lanes with 4-foot shoulders.

The proposed typical section is substandard when compared with our standard for a Class C two-lane facility based on a 1969 ADT of 1,260 vehicles, which requires two 12-foot travel lanes with 8-foot shoulders. The projected 1990 ADT of 2,350 vehicles indicates a Class B facility should be built, which requires two 12-foot travel lanes with 10-foot shoulders.

A corridor and design public hearing was held on this section on June 12, 1969. At that time, the proposal was based on new alignment and the typical section was two 12-foot travel lanes with 10-foot shoulders. From the transcript of the hearing it was determined that the local people preferred an alignment which would generally follow the existing highway and also not disturb their water supplies. Most of the water is furnished by springs located in gravels on the hillsides.

The revised location generally parallels or follows the existing highway and is very close to the railroad. In two areas the railroad will have to be moved to allow room for the proposed roadway between the railroad and some problem slide areas. Because of the potential slide area, the location of the railroad, the possibility of cutting off some of the springs that furnish water, and the problem of missing some of the buildings in Broadbent, the 4-foot shoulders were used. The narrow shoulders allowed more flexibility in providing better vertical and horizontal alignments.

The Coquille Junction-Rhoda Creek Section to the north that was construction in 1961 was built with two 11-foot travel lanes and 4-foot shoulders and is handling the present traffic in a satisfactory manner.

Your early attention to this request will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. L. Hall
C. T. Keasey

DEK:jp srb

RECEIVED
MAR 15 1971
FOR FILING

8309

MEMO TO FILES

March 8, 1971

Re: Broadbent Section
Powers Highway #242
and
Chandler--Landrith Bridge Section
FAS 255
Coos County

Copies mailed

On Thursday, March 4, C. T. Keasey and the writer met with the Coos County Board of Commissioners regarding two matters of concern to the County.

1. Broadbent Section of the Powers Highway: A hearing was held on this proposal June 12, 1969 and, subsequently, alignment of such has been changed to basically follow the existing facility parallel to the Southern Pacific Transportation Company railroad.

The County is 100% in favor of this location over that previously shown at the June, 1969 hearing.

It is currently our proposal to hold the combination corridor-design hearing in late April at the Coos County Courthouse in Coquille; in th s event, all data should be ready.

2. Chandler-Landrith Bridge Section of Coos County, FAS 255, is a matter of long, long standing,and very desirable to bring forth into the 1971-72 construction year.

The County was told the field data should be turned in to the Salem headquarters by early April, then with any luck at all, a possible hearing could be held in June or July, study and review made, descriptions for right-of-way written, possible contract late fall of 1971 or early 1972.

It would be very much appreciated if State would work with dispatch, as pressure is mounting at the local level.

D. N. Harwell
Coordinating Engineer
County and City Section

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

DNH:ljt

cc: Tom Edwards
F. B. Klaboe
L. H. Young
F. L. Hall
C. T. Keasey

NOTED
TOM EDWARDS

8308

RECEIVED
SEP 4 - 1969

FORM E-30-X (12-67)

Routing: Trout, Wills, Hackleman, Scot, R. Olson, Carstens

RECEIVED
SEP 2 1969

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

August 29, 1969

Salem, Oregon

DESIGN DIVISION

SUBJECT: Broadbent Section
Powers Highway
Coos County

To: MEMO TO THE FILES

In company with George Wills, Bobby Johnson and R. J. Van Cleave an inspection of the subject named section was made on August 19th with the primary purpose being to assess the effect proposed line and grade would have on existing water supplies.

This section is perhaps peculiar in that so many individuals depend on spring water as a source of supply. The exact number has not been determined, however, it is known that as many as 14 do depend on this source.

Drill hole information along line has determined the remnants of an old terrace gravel deposit to be the principal storage area for the spring water. This gravel deposit, with the exception of the Rhoda Creek channel area (Station 85 to Station 90) is more or less continuous along line from station 80 to station 132.

Grade as proposed calls for substantial depths of excavation (30 feet plus on centerline) through the gravel deposits. It can be assumed this would seriously affect the present flow and storage of existing spring waters, and poses considerable doubt as to the effectiveness of collector installations at presently emerging spring areas, or other locations. No guarantee of quality or quantity of water so provided could be given.

So far as could be determined, the experiences with satisfactory wells in the immediate area were discouraging. In the flat area westerly of the existing road the underground formation is tight silts over clay. Uphill from this area the terrace gravels are underlain with schist and shales. An examination of several spring areas indicates the water supply from the terrace gravels to be rather meager at this time of year.

The South Fork of the Coquille River appears to be the only positive source to replace disrupted spring waters. This would require a costly installation including a purification system.

A remote possibility is a collector system to intercept all water above the terrace gravels for distribution to present spring users.

NOTED
F. B. KLABOE

Alternative would be:

1. Relocate away from the spring area.

2. Deviation from standards to permit a maximum improvement along the existing road without disrupting spring flow. Such an approach is favored at this time.

The water supply for the Broadbent School is also from a spring with a spring box located some 300 feet uphill from Station 159. This spring differs from others in that the water flow is in a schist formation. Proposed construction should not disrupt the flow of this spring.

ORIGINAL SIGNED by G. [illegible]

G.L. Decker
Asst. Construction Engineer

GLD:ss

cc: R. L. Porter
F. B. Klaboe
D. J. Barbee
C. T. Keasey
Bobby Johnson

RECEIVED
SEP2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 18 1969
FOR FILING

Allen
Corum
Immediate

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

.....Salem Office.....
.....August 13, 1969.....

To: MEMO TO THE FILE:

SUBJECT:

Hearing
Organized
added to ~~File~~
General File

NOTED
R L PORTER

A hearing was held on the Broadbent Section of The Powers Highway on June 12, 1969. Several people at the hearing made comments regarding their water supply and since the hearing several letters have been received. Most of the domestic water in this area is from springs.

A letter from Mr. Hammer was received before the hearing. The springs that Mr. Hammer gets his water from are located on the Robison property. A field investigation was made and it was found that the proposed alignment passes over the springs. Mr. Robison stated at the hearing that there were three people using the spring water from his place. It has been determined that the springs will be drained to the right of way line by perforated drain pipe and the individuals that have been using the springs can pick up the water at this point.

The right of way section has been informed of the decision and have in turn informed their field people. It has been suggested by the design section that no commitment be made as to the re-establishment of the water supply or furnishing water during construction.

The Superintendent of School District No. 41, Mr. Joe H. Stewart, wrote a letter that was received after the hearing regarding their water supply. He states that six families beside the school use this water. The spring is on one side of the proposed alignment and the school is on the other side. A field investigation was made and a conduit for their two-inch pipe was suggested. The conduit has been included in the plans.

There could be other problems with these springs as well as with other springs in the area during construction; however, the problems cannot be detected at this time and will have to be taken care of if and when they occur.

Donald E. Keyes
DONALD E. KEYES
Preliminary Rural Design Supervisor

DEK/bdr
cc: R. L. Porter
F. B. Klaboe
D. J. Barbee

RECEIVED
AUG 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

8304

RECEIVED
AUG 5 1969
FOR FILE

B

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

August 4, 1969

Mr. and Mrs. Ken Stone
Powers Road
Broadbent, Oregon 97414

Broadbent Section
Powers Highway
Coos County

Dear Mr. and Mrs. Stone:

In my letter of July 2, 1969, I stated that I hoped to have an answer for you within the following 30 days regarding your proposed purchase of a farm. I am sorry to advise you that approval has not yet been received concerning the new route and design of the above section of highway.

We are advised that this route is now being studied by the Bureau of Public Roads, and we do not expect a decision until late September.

I will hold your June 28 letter until I hear a decision on this matter, and will contact you at that time.

Very truly yours,

G. E. ROHDE
Chief Counsel

ORIGNAL SIGNED
K. A. CHATWOOD

K. A. CHATWOOD
Administrative Right of Way Agent

KAC:JH

bc: F. B. Klaboe
D. J. Barbee
G. E. Rohde
L. W. Riley

RECEIVED
AUG 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1 - 1969
FOR FILING

August 1, 1969

Ms. Lillian Ross
City Recorder
Post Office Box 250
Powers, Oregon 97466

Dear Ms. Ross:

This is in further reply to your letter of July 18 regarding the realignment of the Broadbent Section of the Powers Highway.

It is true, as indicated in your letter, that the majority of those testifying at the hearing were concerned with the possible adverse effects of the proposed location on their property and access to business establishments at Broadbent.

It is unfortunate that even though hearings are well publicized with special communications to official bodies, often only those in opposition appear to testify.

At this time I cannot forecast what the Highway Commission's action will be after they have reviewed the testimony. When a decision is reached, it will be announced and will have publicity so that all interested persons will be advised.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Forrest Cooper
F. B. Klabee
Victor D. Wolfe
Floyd Query

VDW:mc sr

1308

RECEIVED
JUL 22 1969
FOR FILING

July 22, 1969

Ms. Lillian Ross
City Recorder
P. O. Box 250
Powers, Oregon 97466

Dear Ms. Ross:

This morning we received your letter of July 18 inquiring if the Highway Commission has made any definite decision on the realignment of the Broadbent Section of the Powers Highway.

At this time no decision has been made, as the transcript of the hearing held June 12, 1969, is still being studied.

In order that the views expressed in your letter may have proper consideration, I am forwarding the letter to the office of the State Highway Engineer.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FC:sj

cc Mr. Forrest Cooper

CITY OF POWERS
P. O. BOX 250
POWERS, OREGON 97466

July 18, 1969

Floyd Query
Oregon State Highway Dept.
Highway Building
Salem, Oregon 97310

Dear Mr Query:

The City of Powers would like to know if the State has made any definate decission on the realinement of the Broadbent section of Powers Highway, in Coos County?

It appears that at the hearing held June 12,1969 the Broadbent people are against it, but we feel that these few people should not be able to stop progress, as there are more people for the realinement than the few people in the Broadbent area, who are aginst it.

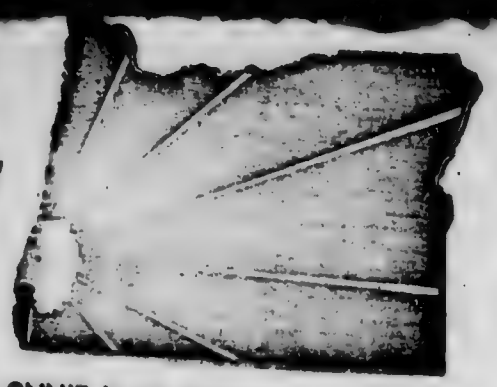
I am sure that the League of Oregon Cities will agree that we need this realinement as well as anyone else who has to travel this road to Powers. If the City of Powers can do anything at a hearing for this project,please do not hesitate in contacting us. As you know we have been striving for many years to get this improvement of the Powers road.

Yours truly
Lillian Ross

Lillian Ross
City Recorder
P.O. BOx 250
Powers, Oregon 97466

RECEIVED
STATE HIGHWAY COMMISSION

Coos County



NOTED
H. S. COX

BOARD OF COMMISSIONERS — LONNIE VAN ELSBERG FRANK L. REMA WILLIAM L. MILLER

COQUILLE, OREGON 97423

RECEIVED
APR 11 1969
ENGINEER
COUNTY & CITY DIVISION

April 9, 1969

H.S. Cox
County and City Engineer
State Highway Department
Salem, 97310

Dear Mr. Cox:

Thank you for your letter of March 24, 1969, regarding a proposal to re-locate the Broadbent section of the Powers Highway in Coos County.

Coos County is quite willing to cooperate with you on this proposal, for the benefit of the citizens of Coos County. We will do everything we can, within reason, to see that the bypassed sections of the old Powers Highway are maintained in the future, once your re-location project has been completed. To this end, Coos County is willing to enter into a reasonable agreement with the State Highway Commission in the future.

Very truly yours,

BOARD OF COMMISSIONERS

Lonnie Van Elsberg
Chairman

Commissioner

William L. Miller
Commissioner

LVE/pc

NOTED
P. B. Aurstad

NOTED
DON HARWELL

OF OREGON
GHWAY DEPARTMENT
SALEM 97310
March 24, 1969

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Engineer,
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APPROVED
BOARD OF CO
BY

COMMISSIONERS
JOHN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS S. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 24, 1969

Coos County Board of Commissioners
Courthouse
Coquille, Oregon 97423

Gentlemen:

The State Highway Commission is studying an alternate corridor proposal to relocate the Broadbent Section of the Powers Highway in Coos County, Oregon. Actual construction will be based on its over-all economic effect, determination of which will include evaluation of testimony taken at public hearings, if such are required.

The study indicates that the proposal may follow the corridor indicated on the attached map shown in green. The existing route shown in red, or portions thereof, may be bypassed by the proposal.

In order to avoid parallel routing of the State Highway System serving duplicating purposes, a determination should be made as to the disposition or jurisdiction of the existing route, providing an alternate route is constructed. The Highway Commission therefore requests your consideration at this time to accept, upon completion of a new route, the bypassed sections of the existing route as a part of the local road system to provide service for persons living thereon or communities served thereby.

Signatures in the appropriate space provided below will indicate that Coos County will, by a subsequent formal agreement with the State Highway Commission, accept such bypassed sections, if any, as a local jurisdictional road upon completion of the project and after it has been placed in a suitable condition as agreed upon by Coos County and State.

Please return one signed copy to H. S. Cox, County and City Engineer, State Highway Building, Salem, Oregon, 97310.

APPROVED _____ 19____
BOARD OF COMMISSIONERS OF _____ COUNTY
BY _____
COMMISSIONER
_____
COMMISSIONER
_____
COMMISSIONER

Very truly yours,

Forrest Cooper
State Highway Engineer

By H. S. Cox
H. S. Cox
County and City Engineer

Attach: Map

8.308

13

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 9, 1969

Mr. Joe H. Stewart
Superintendent
Myrtle Point Public Schools
Myrtle Point, Oregon 97458

Dear Mr. Stewart:

This will acknowledge your letter of July 8 requesting that consideration be given to the scarcity of an adequate water supply and relocation of a major pipe line in the development of plans for the Broadbent Section of the Powers Highway.

Your letter is being forwarded to the office of the Highway Engineer for consideration along with other evidence which was presented at the hearing at Coquille on June 12.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:cr

bc: Mr. Forrest Cooper

RECEIVED
JUL 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

MYRTLE POINT PUBLIC SCHOOLS

DISTRICT NO. 41, COOS COUNTY
JOE H. STEWART, Superintendent
MYRTLE POINT, OREGON 97458

July 8, 1969

BOARD OF DIRECTORS
TOM COFFMAN, Chairman
HOLLIS MAST, Vice Chairman
GERALD LILLIE
J. EVERETT DOYLE
MURL LAIRD
GLENN GULSTROM
HOWARD WINKELMAN
JIMMIE A. KING, Supervisor
PAULA COOK, Clerk
W. L. GASSMAN
Accountant - Pur. Agent

PRINCIPALS
WILLIAM RICHARDSON
High School
PAUL T. FRANZEN
Myrtle Crest
POWELL LANCASTER
Bridge
OLGA F. ROYER
Maple
BRUCE MILLER
Spruce
PHILIP SCHERMERHORN
Arago
STANLEY R. KNIGHT
Broadbent
EDGAR BOWEN
Dora

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon

Dear Mr. Query:

Thank you very much for the transcript of the public hearing in Coquille June 12th on the Broadbent section of the Powers highway. I was unable to attend the hearing, and I thought that one of our school board members from Broadbent was going to attend; but, apparently, he didn't attend since there was no testimony in the record.

The Broadbent School spring, reservoir, and water line are on the hill above the Stone property on the Hermann ranch. Six families in addition to the school get their water supply from this spring and reservoir. These water rights are highly prized in that particular area, because of the shortage of water. We have attempted to drill two wells on the school site, and have abandoned both because the driller was in a blue clay structure, which apparently going for several hundred feet, and no one ever finds a satisfactory well in that area once they get into the blue clay.

If the highway were re-located, consideration would have to be given to the source of the water supply and the re-location of the major pipeline.

Sincerely,

J. H. Stewart

Joe H. Stewart
Superintendent

JHS/bjr

RECEIVED
JUL 10 1969
STATE HIGHWAY COMMISSION

8304

RECEIVED
JUL 3 - 1969
FOR FILING

Klaboe

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 2, 1969

Mr. and Mrs. Ken Stone
Powers Road
Broadbant, Oregon 97414

Broadbent Section
Powers Highway
Coos County

Dear Mr. and Mrs. Stone:

Your June 28, 1969, letter seeking advice regarding the purchase of a farm has been received.

Until the route for the relocation of this section of highway has been selected and approved, I cannot give you a definite answer. This approval is 30 to 60 days, perhaps more, from being finalized. These decisions are not made easily or hastily.

I am placing your letter on a 30 day bring up to advise you of the decision when it has been reached.

It was a pleasure to meet both of you. I hope that we can furnish you with helpful information in plenty of time.

Very truly yours,

G. E. ROHDE
Chief Counsel

NOTED
F.B. KLABOE

K. A. CHATWOOD
Administrative Right of Way Agent

KAC:JH

cc F. B. Klaboe /w/ attach. ✓
D. J. Barbee /w/ attach.
G. E. Rohde /w/ attach.
L. W. Riley /w/ attach.

RECEIVED
JUL 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 1 1969
LEGAL & RIGHT OF WAY

Powers Road
Broadbent, Oregon
June 28, 1969

Oregon State Highway Department
Highway Building
Salem, Oregon

Atten: Mr. K. A. Chatwood-Adm. Right of Way Agent

Gentlemen:

We are writing regarding our property on the proposed project of the Broadbent Section of the Powers Highway in Coos County.

As you will note by refering to the transcript of the corridor and design public hearing held on June 12, 1969, in Coquille, we are located on the south end of the proposed project and operate a farm.

We have recently heard of another farm in another area that is for sale and we are quite interested in it as it would meet our needs. The problem for us, is not knowing how soon we could expect to have to move from where we are now located. We are sure that you are aware that one does not move an entire farm including livestock, equipment, hay, etc. in a few days. Also there is always the problem of being able to get something suitable to move to when the time comes.

If there is any possible way that you can give us any information as to the time that this road project would be done, will you please let us hear from you? We do not wish to move but realize that this will be a necessity if the proposal is adopted, so it would be our expectation that your department would give us strong consideration is this matter.

Thank you.

Very truly yours,

Mr and Mrs Ken Stone

Mr and Mrs Ken Stone
Powers Road
Broadbent, Oregon 97414

8308

RECEIVED
MAY 13 1969

FOR FILE

May 12, 1969

J858

Mr. and Mrs. Dorland Hammer
Box 94
Broadbent, Oregon 97414

Dear Mr. and Mrs. Hammer:

Reference is made to your letter of May 5 stating you are concerned that your water supply will be affected by proposed construction on the Powers Highway in the Broadbent area.

By a copy of this letter, C. T. Keasey, Division Engineer at Roseburg, is asked to arrange for a representative of the Highway Department to contact you for additional information relative to the water supply. The effect that the proposal may have on the system can then be investigated and, if necessary, provisions on behalf of the water supply can be made a part of the project.

Thank you for alerting us to the possibility of conflict with your water supply by the proposed highway project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - K2858
D. J. Barbee
C. T. Keasey (w/Hammer's letter and a detail print)

REFERRED TO Admin BY SECRETARY

Ma, 3. 1969 .8803

RECEIVED
MAY 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Klabo
BY SECRETARY

State Highway Comm.
Salem Oregon

Gentlemen-

On the proposed construction of the highway through the Broadbent area, we are concerned as to your intentions in regards the water supply.

We will not have our immediate property crossed over by the highway, but it will affect our water supply.

And we are of the opinion that the Construction will cause a disruption of water to several of our neighbors- The most of us are dependant upon surface springs.

Your earliest reply will be appreciated.

Very truly Yours
Mr & Mrs Orland Hammon
Box 94
Broadbent Oregon 97414

RECEIVED
MAY
OREGON
STATE HIGHWAY COMMISSION

8308

RECEIVED
SEP 8 - 1969.
FOR FILING

43 & 43
6

Coos County

NOTED
H. S. COX

BOARD OF COMMISSIONERS — LONNIE VAN ELSBERG FRANK L. REMA WILLIAM L. MILLER

COQUILLE, OREGON 97423

RECEIVED
APR 11 1969
ENGINEER
COUNTY & CITY DIVISION

April 9, 1969

H.S. Cox
County and City Engineer
State Highway Department
Salem, 97310

Dear Mr. Cox:

Thank you for your letter of March 24, 1969, regarding a proposal to re-locate the Broadbent section of the Powers Highway in Coos County.

Coos County is quite willing to cooperate with you on this proposal, for the benefit of the citizens of Coos County. We will do everything we can, within reason, to see that the bypassed sections of the old Powers Highway are maintained in the future, once your re-location project has been completed. To this end, Coos County is willing to enter into a reasonable agreement with the State Highway Commission in the future.

Very truly yours,

BOARD OF COMMISSIONERS

Lonnie Van Elsberg
Chairman

Commissioner

William L. Miller
Commissioner

LVE/pc

NOTED
P. B. [illegible]

NOTED
DON HARWELL

FORM 6-123 8308

RECEIVED
APR 1 - 1969
FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 24, 1969

bc: F. B. Klaboe
Victor Wolfe
C. T. Keasey

Coos County Board of Commissioners
Courthouse
Coquille, Oregon 97423

Gentlemen:

The State Highway Commission is studying an alternate corridor proposal to relocate the Broadbent Section of the Powers Highway in Coos County, Oregon. Actual construction will be based on its over-all economic effect, determination of which will include evaluation of testimony taken at public hearings, if such are required.

The study indicates that the proposal may follow the corridor indicated on the attached map shown in green. The existing route shown in red, or portions thereof, may be bypassed by the proposal.

In order to avoid parallel routing of the State Highway System serving duplicating purposes, a determination should be made as to the disposition or jurisdiction of the existing route, providing an alternate route is constructed. The Highway Commission therefore requests your consideration at this time to accept, upon completion of a new route, the bypassed sections of the existing route as a part of the local road system to provide service for persons living thereon or communities served thereby.

Signatures in the appropriate space provided below will indicate that Coos County will, by a subsequent formal agreement with the State Highway Commission, accept such bypassed sections, if any, as a local jurisdictional road upon completion of the project and after it has been placed in a suitable condition as agreed upon by Coos County and State.

Please return one signed copy to H. S. Cox, County and City Engineer, State Highway Building, Salem, Oregon, 97310.

APPROVED_____ 19____

BOARD OF COMMISSIONERS OF_____ COUNTY

BY _____
COMMISSIONER

_____
COMMISSIONER

_____
COMMISSIONER

Very truly yours,

Forrest Cooper
State Highway Engineer

By [signature]
H. S. Cox
County and City Engineer

Attach: Map

RECEIVED
MAR 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

N

Rhodo Creek

Southern

Pacific

Company

N
Rhodo Creek
Pacific
Company

8309 BNRR O-xing (Camp Abbot) 1975
Br. Sec. S. of Bend
(Grading & structure)

C+A 5456 9-26-75

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67806-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Deschutes County
Board of Commissioners
Courthouse
Bend, Oregon 97701

Attention of
Mr. Charles Plummer
Roadmaster

Request No. (assigned by staff engineer or head of section) CC 1820

Date April 21, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: Burlington Northern RR O "X"ing (Camp Abbott)
Br. Section FAS B 349 (formerly FAS 900)

Contract 8309
RS-464(2)

Covered by agreement dated Aug. 29, 1974.

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Amount retained in the advance deposit	$6,000.00	
		Refund due County		$6,000.00

NOTE: Please send copy of itemized statement of Final Costs to County with remittance.

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 29,900.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 23,900.00

Give the number of the last previous request in connection with this same service. CC 1611

Credit distribution:
509-1089-297

Submitted by:
Harold Reynoldson

Approved:
Regional Engineer

Approved:
G. W. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

...HIGHWAY DIVISION April 21, 1978

JS

o A

Form A-65—3M—4-66

Invoice for Service Rendered or Goods Furnished the OREGON STATE HIGHWAY DEPARTMENT

by
Deschutes County
Board of Commissioners
Courthouse
Bend, Oregon 97701

This Space for Use of Accounting Division

Date April 21, 1978

Invoice No. .....

P. O. No. .....

Att: Mr. Charles Plummer, Roadmaster

Additional refund due Deschutes County for the construction of the Burlington Northern RR O "X"ing (Camp Abbott) Br. Section FAS B 349 (formerly FAS 900) $8,914.49

Covered by agreement dated August 29, 1974

Gerald W. Wimer

Ref - CC 1611 and CC 1820

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: April 21, 1978

County Deschutes Contract No. 8309 Date Completed May 13, 1976

FAS B349(formerly 900) Section Burlington Northern RR "Xing"(Camp Abbott)Br.

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Payment to Contractor	$229,616.28
Move Signs	453.72
RR Lines	1,167.03
Reimburse BNRR	5,259.08
Engineering	31,265.83
Audit	595.66
Equal Opportunity	86.15
Total (Fed. Part.)	$268,443.75
Interest paid to Contractor	$ 56.03
Engineering	283.75
Total (Non. Part.)	$ 339.78

Federal Funds Collected $239,152.30

County share of construction costs are as follows:

$\frac{1}{2}(268,443.75 - 239,152.30) + 339.78 = 14,985.51$

County Advance Deposit	$29,900.00
County share of Const. Costs	14,985.51
Refund due County	$14,914.49

Reference: Billing Form CC 1820

OREGON STATE HIGHWAY DIVISION
FINANCE BRANCH

Form 81-734-1191

ADVANCE DEPOSIT

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Depositor

Deschutes County

Bend, OR 97701

Accounting Reference DESCHUC-001069

Request No. (assigned by staff engineer or head of section) .....

Date November 8, 1976

Payer's Order No. (if any) .....

Highway Div. Order No. (if any) ..... (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

This is to notify the Finance Branch that the following project is completed, all charges are in and the account can be closed.

Project: BNRR Overcrossing (Camp Abbott Bridge) FAS 900

HS-454(2)

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount

If payer has made payment for this service, indicate the amount of payment. $.....

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $.....

Is this a partial or final request for billing? .....

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $.....

Give the number of the last previous request in connection with this same service. .....

Credit distribution:

Submitted by:

Richard O. Havig

Approved:

Richard O. Havig Regional Engineer

Approved

NOTED
F. R. GRIFFIN

Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. The engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the [illegible] office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8309

12

November 2, 1976

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On October 28, 1976, we wrote to you concerning release of final payment on Contract No. 8309 awarded to Douglas S. Coats Construction and Hap Taylor, Inc. for work on the Burlington Northern R.R. O'Xing (Camp Abbot) Bridge on FAS 900 in Deschutes County.

Final payment on this contract is $8,003.55 and the total contract amount is $229,616.28 including $291.58 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

hkr

cc: Douglas S. Coats Construction
and Hap Taylor, Inc.
P. O. Box 311
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
C. M. Williams

8304

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

10-27-76

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 464(2)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

COUNTY NAME: Deschutes

ITEM NO. RS-63

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 29 '76
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-23-75	8-2-76	Secondary 900	County Road

GENERAL LOCATION:
"Burlington Northern RR O'Xing (Camp Abbot Br. Section)

GENERAL DESCRIPTION OF WORK:
Corrective work required for prestressed deck slabs.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXXXX~~ ~~XXXXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 10-1-76 and based on the data submitted you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 5 at no cost to the project. Contractor is assessed under Price Agreement No. 2 dated 8-17-76 for cost of corrective work.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-27-76	G. K. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

SP*19402-734

OREGON STATE HIGHWAY DEPARTMENT

Form A-101—(7-65)
SP*F204

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Deschutes County
Board of Commissioners
Courthouse
Bend, OR 97701

Attention of Charles Plummer
Roadmaster

Request No. (assigned by staff engineer or head of division) cc 1611

Date August 17, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Advance Deposit $29,900.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the construction of the BNRR O'xing (Camp Abbot) Bridge, Section FAS 900 Covered by agreement dated 8/29/74		$23,900.00
		To be retained		$ 6,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $29,900.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 509-1089=297

Submitted by: Harold Reynolds
Harold Reynolds

Approved:
Division Engineer

Approved: G. N. Hopkins
G. N. Hopkins Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

8309

Files

RON 18-2

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 22, 1976

Burlington Northern, Inc.
1101 N.W. Hoyt St.
Portland, OR 97209

Attn: W. V. Curry, Off Mgr.

Railroad Crossing at Camp Abbot
FAS 900, Contract No. 8309
Deschutes County

Dear Mr. Curry:

On May 24, 1976, our Construction Office notified your main office in St. Paul with a carbon copy to your office in Portland that all work on the Camp Abbot Bridge had been completed by our contractor as of May 13, 1976. As a result, the matter of insurance by our contractor on this project has become a moot point and with the expiration of the insurance provided by him originally, this matter has reached conclusion.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jr

cc: BN - St. Paul
BN - Seattle

bc: C. W. Head
C. T. Keasey
C. M. Williams
Norm Krehbiel
J. L. Sollis
J. B. Boyd

FIELD

FORM 81-724-10
OREGON
FIELD ENG
FOR CO
CONSTR
NAME OF JOB
B.N.R.R.
CONTRACTOR
Douglas
DATE OF CONTR
November
AVERAGE FORCE
MEN 0
PROJECT AUT
ESTIMATED
CLEARING

8309

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: B.N.R.R. O'Xing (Camp abbot) Br.	WEEK ENDING: June 26, 1976
HIGHWAY: F.A.S. 900	SECTION PREFIX: 509-1089
NAME OF JOB: B.N.R.R. O'Xing (Camp Abbot) Bridge Sec.	COUNTY: Deschutes
KIND OF WORK: Grading and structure	
CONTRACTOR: Douglas S. Coats & Hap Taylor Jr., J.V.	CONTRACT NUMBER: 8309
DATE OF CONTRACT: November 7, 1975	DATE WORK STARTED: November 13, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS
PROJECT AUTHORIZATION: $ 271,699.14	SPECIFIED CALENDAR DAYS 175
EXCLUSIVE OF ENGINEERING: $ 250,154.71	SPECIFIED COMPLETION DATE
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 247658.42	ENGINEERING AUTHORIZATION $ 21,544.43
ESTIMATED PERCENT: OVERRUN UNDERRUN 1.0 %	This week 2,223.24
	ENGINEERING COST TO DATE $ 23,767.67
	PERCENT OF AUTHORIZATION 109.9 %
FEDERAL AID PROJECT NUMBER: RS 464 (2)	
ESTIMATED COMPLETION DATE	
WORK DAYS USED	
CALENDAR DAYS USED 175	
PERCENT OF TIME ELAPSED 100	
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100	
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100	
DATE PROJECT WAS COMPLETED: May 13, 1976	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 20	Partly Cloudy	0		
MONDAY 21	Partly Cloudy	0		
TUESDAY 22	Partly Cloudy	0		
WEDNESDAY 23	Partly Cloudy	0		
THURSDAY 24	Partly Cloudy	0		
FRIDAY 25		0		
SATURDAY 26		0		

Routing: Keasey, Bond, Jackmond, Harwood, Johnsen, Walker, Richards, Glenn, Berg

RECEIVED
JUN 28 1976
CONSTRUCTION SECTION

E.N. GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 20	No Activity this week, Project complete
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed May 13, 1976 and 2nd notification dated May 13, 1976,
3rd notification dated June 16, 1976.
Semi-Final submitted June 24,1976

cc; Const. (3)
Region (1)
file (1)

SIGNED N. D. Krehbiel LOCATION Redmond
by Jerry G. Thackery

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED

SP-F216

8309

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-127		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Deschutes
MODIFICATION NUMBER 1		Project Number RS-464(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 3, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 271,669	$ 271,669
Federal funds	$ 212,417	$ 271,669
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed December 3, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 59,252."
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C. J. Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By H. W. Cassidy
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

STATE COPY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NO. 12-124	FEDERAL-AID PROJECT AGREEMENT 12-3-75	County: Deschutes
		Project No.: RS-464(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 1.3 mi. W. of Jct. US 97, W. 0.25 mi.
B.N. R.R. O'xing (Camp Abbot) Br. Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-23-75	0.222
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 271,669.00	$ 212,417.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Hunter

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
(Division Administrator)
For: G. L. GREEN

Date executed by Division Administrator DEC 3 1975

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, December 3, 1975

Federal-aid Project
No. RS-464(2)

BURLINGTON NORTHERN RR O'XING (CAMP ABBOT) BR. SECTION
FAS 900, DESCHUTES COUNTY

Project Agreement Estimate.

Type Code X180
Camp Abbot Bridge No. 16181A (Sta. 45+00 to Sta. 58+00)

Temporary Protection and Direction of Traffic	All	Required		$ 1,500.00
Temporary Signs	199	sq.ft.	5.00	995.00
Temporary Continuous Rail Traffic Barrier Reflectorized	75	lin.ft.	10.00	750.00
Flagman	80	hour	1.00	80.00
Clearing and Grubbing	All	Required		3,000.00
Embankment in Place	11,650	cu.yd.	2.75	32,037.50
Watering	300	M-gal.	4.00	1,200.00
8-inch Culvert Pipe	78	lin.ft.	6.00	468.00
Concrete Inlets, Type G-1	2	only	500.00	1,000.00
Guard Rail, Type 2A Modified	800	lin.ft.	14.00	11,200.00
Guard Rail, Type 3 Modified	100	lin.ft.	25.00	2,500.00
Guard Rail Anchors, Type 1	4	only	325.00	1,300.00
Rail End Pieces, Type C Modified	4	only	175.00	700.00
Roadside Seeding and Mulching	2	acre	700.00	1,400.00
Bridge Removal Work	All	Required		20,000.00
Shoring, Cribbing, Etc.	All	Required		5,000.00
Structure Excavation	370	cu.yd.	7.00	2,590.00
Structure Excavation Below Elevation Shown	40	cu.yd.	7.00	280.00
Furnish HP 12x53 Steel Piling	648	lin.ft.	12.00	7,776.00
Drive Steel Piles	18	only	300.00	5,400.00
Splice Steel Piles	4	only	50.00	200.00
Structure Concrete, Class 3300 (270 cu.yds.)	All	Required		37,800.00
4' x 36'/40' Prestressed Slabs	14	only	1,350.00	18,900.00
4' x 40'/45' Prestressed Slabs	14	only	1,600.00	22,400.00
4' x 45'/50' Prestressed Slabs	14	only	1,830.00	25,620.00
Reinforcement (35,300 lbs.)	All	Required		11,296.00
Pedestrian Handrail	283	lin.ft.	30.00	8,490.00
				$223,882.50

Anticipated Items		
Railroad Protective Costs	All Required	$ 14,000.00
Temporary Erosion Control	All Required	1,500.00
		$ 15,500.00
	Subtotal	$239,382.50
	Engineering	32,316.50
	Total	$271,669.00

Length of Roadway - - - - -	0.198 Mile
Length of Structure - - - -	0.024 Mile
Total	0.222 Mile

Federal Funds - - - - -

8309

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ROW 18-2

April 8, 1976
Salem, OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: C. W. Head, Manager
Management Services

B U I L D I N G

SUBJECT: Construction-Maintenance Agmt.
BNRR O'xing (Camp Abbot) Br. Sec.
FAS 900, Deschutes County
Contract No. 8309

RAILROAD COMPANIES
FILE No. 808

Enclosed is the State's fully executed counterpart of a Construction-Maintenance Agreement among the Burlington Northern, Inc., Deschutes County, and the Oregon Highway Division, for your permanent records. Distribution of conformed copies has been made as indicated below.

The Construction Division will be responsible for the monitoring of Railroad activities and approval of the final bill. The Construction Division will also be responsible to make certain that Sections three through nine and Section 11 are adhered to. The maintenance of the structure after it is completed will be the responsibility of Deschutes County. The Accounting Section will be responsible for auditing and paying the final bills for work performed by the Burlington Northern Inc. Section Heads should review this Agreement and acquaint themselves with the responsibilities their section must fulfill under this Agreement.

JEC:jk
Enc.

cc: G. L. Green w/copy sig. pg.
H. S. Coulter
C. T. Keasey w/copy agmt.
W. J. Hart "
V. E. Skoog "
D. E. Swan w/2 copies agmt.
J. L. Sollis w/copy agmt.
J. B. Boyd "
C. M. Williams "
Norman Krehbiel "

RECEIVED
APR 9 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

#8309

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 Northwest Hoyt Street
Portland, Oregon 97207
Telephone (503) 228-9111

December 22, 1975

Doug Coats Construction Company
Post Office Box 311
Bend, Oregon 97701

Dear Mr. Coats:

We are returning herewith your copy of the special provisions for the Camp Abbot overhead bridge submitted with your note of December 13, 1975.

As explained by phone to your office, your plans for footing excavation, shoring, etc., should be submitted to the State's resident engineer for handling and approval by the State. When approved by the State, the State will then forward the plans to this office for Railway approval. These should be sent to the attention of Mr. Dan Mattovich, our construction engineer.

We also suggest that you have an engineer prepare a detailed sketch or plan of your proposed excavation and shoring.

Yours very truly,

C. F. INTLEKOFER
Director, Engineering

By: L. B. KROFT
Engineer Public Works

LBK/fc

Attachments

cc: Mr. Norm Krehbiel
2128 Highway 97 S.
Redmond, Oregon 97756

Mr. J. E. Chidsey
314 State Highway Building
Salem, Oregon 97310

File: 5th Sub-13

RECEIVED
DEC 24 1975 K
Office of
Assistant State Highway Engineer

H.S. Coulter
XC: W.J. Hart
C.T. Kaseg.

NOTED
H.S. COULTER

RECEIVED
DEC 29 1975
NOTED
J. E. CHIDSEY

#8307

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 N.W. Hoyt Street
P. O. Box 571
Portland, Oregon 97207
Telephone (503) 228-9111

December 17, 1975

Mr. J. E. Chidsey
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Camp Abbot Overhead Bridge Agreement

Dear Mr. Chidsey:

Please refer to our conversation December 12, 1975, in regard to your questions on the need for liability limits of $750,000/$1,500,000 in the above agreement.

The Burlington Northern has in recent years revised its contractors insurance requirement policy to insist on increased limits (to the long used limits of $500,000/$1,000,000) for certain higher risk locations. Our guideline includes twelve situations to consider in considering higher limits for a proposed construction location.

Some of these situations that we consider are as follows:

1. Are transcontinental high speed trains involved?

2. Do trains regularly or occasionally consist of over 100 cars?

3. Will contractors equipment be using grade crossings?

4. Will explosives possibly be used by contractor?

5. Will construction be performed adjacent to track?

Etc.

The Camp Abbot Bridge location meets our criteria for demanding the $750,000/$1,500,000 limits. I should point out these increased limits have been approved for several years by both the State and FHWA in the other states in which we operate.

We do not feel that the former $500,000/$1,000,000 limit realistically reflects today's greatly inflated cost values. This policy has been recently substantiated by an accident in which one of our trains was derailed after colliding with a piece of contractor's equipment.

RECEIVED
DEC 19 1975

If I can provide any additional information, please advise.

Very truly yours,

C. F. INTLEKOFER
Director, Engineering

By: L. B. Kroft
Engineer Public Works

LBK/be

File: 5th Sub-13

XC: G. L. Green
H. S Coulter
R. L. Schwordtman
C. T. Keasey
J. L. Sullivan
J. E. Boyd
C. M. Williams
Norm Leebiel.

NOTED
J. E. CHIDSEY

8309

ROW 18-2

bc: G. L. Green-NOTE: approval of this utility adjustment given in tele conversation with Neil Burghardt on Nov. 13, 1975.
H. S. Coulter
L. W. Rulien
C. T. Keasey
J. L. Sollis
Robert Church w/Ex A&B
V. E. Skoog "
Cliff Laux "

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 14, 1975

Burlington Northern Inc.
1101 N.W. Hoyt Street
Portland, OR 97209

Attn: L. B. Kroft

Adjustment of RR Facilities
BNRR O'xing (Camp Abbot) Br. Sec.
FAS 900
Deschutes County
Contract No. 8309
FAP-RS-464(2)

Dear Sir:

In order to expedite the adjustment of your facilities on the above contract, you are hereby authorized to proceed with the adjustment of these facilities as detailed in Exhibit "A" & "B" as of November 14, 1975. The Exhibits "A" & "B" are those exhibits which were included in the preliminary draft of the Construction-Maintenance Agreement on this project which accompanied your letter of August 28, 1975. Please contact Mr. Norm Krehbiel, Resident Engineer, 2128 Hwy. 97 S, Redmond, OR 97756, Phone 548-5271, at least three days prior to beginning work, so that your work may be coordinated with that of the State's Contractor.

Reimbursement for the work performed on and subsequent to November 14, 1975 will be made subject to provisions of FHPM 1.4.3 upon receipt of your statement of charges. Please be sure to include the beginning and completion date of this work in the bill.

NOTED
H.S. COULTER

Yours truly,

RECEIVED
NOV 17 1975
Office of
Assistant State Highway Engineer

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk
cc: BN - Seattle
BN - St. Paul

bc: C. M. Williams w/copy Ex A&B
Norm Krehbiel w/2 copies Ex A&B NOTE: Please have an Order for State Force Work prepared and submitted for this work. Return one copy of Ex A&B with SFO

Form 81-734-3123

for 900
Desch Co

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 24, 1975

Deschutes County
Board of Commissioners
Courthouse
Bend, OR 97701

Att: Mr. Charles Plummer
Roadmaster

Re: B.N. R.R. Overcrossing (Camp Abbott) Bridge
FAS 900
Deschutes County

Gentlemen:

On October 23, 1975 the Highway Division opened bids on the subject project. The apparent low bid was submitted by Douglas Coats Construction and Hap Taylor Inc., Bend 97701. Based on the bid the cost of the project is as follows:

Bid items	$223,882.50
RR Protective Costs	14,000.00
Temp. Erosion Control	1,500.00
Contingencies 4½%	10,772.21
Engineering 9%	21,544.43
	$271,699.14

Per the agreement between State and County the 11% advance deposit required from the County prior to the award of the contract is 11% of $271,699.14 is $29,886.91 rounded to $29,900.00.

Please make this advance deposit in the amount of $29,900.00 payable by check or warrent to the Oregon State Highway Division and forward to Mr. Carl Williams, Region 4 Engineer, Bend 97701.

We wish to remind you that your advance deposit must be in Salem so that the contract can be awarded within 30 days after the bids have been opened.

Very truly yours,

Robert H. Prange
Rural Engineer

cc Carl Nelson

bc: Mr. Carl Williams- Upon receipt of the above advance deposit would you please so inform Carl Nelson by telephone (378-6563), and forward the payment directly to the Highway finance section along with one of the attached (Notification of advance Deposit forms.

8309

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
October 23, 1975

FILE:

SUBJECT: Footpaths and Bicycle Trails
October 23 bid letting

TO: MEMO TO THE FILE

Bids were opened October 23 on the following projects. This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in ORS 366.514.

1. Broadbent Section
Powers Highway, Coos County
Grading and Paving Project

Footpaths and bicycle trails will not be established under this project as per ORS 366.514, (2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Four-foot paved shoulders are to be provided.

2. Burlington Northern RR Overcrossing (Camp Abbot) Br
FAS 900, Deschutes County
Structure with incidental Grading and Paving

Five-foot nine-inch sidewalks behind guardrail on structure with adjoining bikeways provided 250 feet plus or minus east and west of structure.

3. Slater Creek-Mystic Creek Section
Coos Bay-Roseburg Highway, Douglas County
Grade, Pave and Structures

Footpaths and bicycle trails will not be established under this project as per ORS 366.514,

(2) (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Eight-foot paved shoulders to be provided throughout. (Four-foot shoulders on climbing lanes.)

4. Cabin Creek Safety Rest Area
Pacific Highway (I-5), Douglas County
Rest Area Sewer System Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. Fern Valley Road and Valley View Road
Rogue Valley Highway, Jackson County
Traffic Signal Project

Same as No. 4.

6. Champoeg State Park, Marion County
Toilet Building and Sewer System Project

Same as No. 4.

7. Powell Boulevard at SE 47th and 69th Avenues
Mt. Hood Highway, Multnomah County
Pedestrian Signal Revision

Same as No. 4.

8. Melamoose Safety Rest Area-Idaho State Line
Columbia River and Old Oregon Trail Highways
MP 73 to MP 378 (I-80N)
Wasco, Umatilla, Union, Baker and Malheur Counties
Multiple Shelter Project

Same as No. 4.

F.B. Klaboe
Administrator & State Highway Engineer

DES:jp

cc C.W. Head
G.M. Baldwin
E.S. Hunter
R.L. Schroeder
D.G. Talbot
L.E. George
V.D. Wolfe
Jack Graham
Gary Sund

#8307

9

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6368

September 30, 1975

Mr. F. B. Klaboe
Administrator and
State Highway Engineer
140 State Highway Building
Salem, OR 97310

RE: PUX 977 SXF 749

Dear Mr. Klaboe

Enclosed is a copy of Order No. 75-830 issued by the Public Utility Commissioner on September 25, 1975, relative to the above-subject matter.

Sincerely yours

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General

JLS:clh
enclosure
cc - C. R. Burghart (3)
E. S. Hunter
Walter J. Hart
C. T. Keasey (2)
D. H. Moehring (2)
C. M. Williams (2)
J. E. Chidsey
R. L. Lammert
R. P. Hamilton

RECEIVED
STATE HWY ENGR
SEP 30'75
REFER TO
FCP

RECEIVED
OCT 1 1975
Office of
Assistant State Highway Engineer

NOTED
H.S.COLLIER

NOTED
MARIE STEPHENS

Order No. 75-830
PUC No. 10A-16.1-A
DOT No. 66 840T

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 749

In the matter of the application of the Oregon State Highway Division as agent for Deschutes County for the authority, pursuant to ORS 763.030, to alter a separated crossing of S. Century Drive, FAS 900 and Burlington Northern, Inc., Oregon-California Main Line, near Sunriver, Deschutes County, Oregon.

ORDER

On March 17, 1975, the Oregon State Highway Division, as agent for Deschutes County, duly filed an application with the Commissioner to alter a separated crossing of S. Century Drive over the main track of Burlington Northern, Inc., Bieber main line, near Sunriver, Deschutes County, Oregon.

Applicant proposes to replace an existing timber grade separation structure which does not meet current clearance and load capacity standards, with a concrete structure which will meet current standards. By attachments to a letter dated April 28, 1975, applicant informed the Commissioner that during construction of the new overcrossing structure, the county planned to reroute traffic over the railroad via the Harper Townsite Road. This detour route is approximately parallel to and about 300 feet south of the new structure and would involve an at-grade crossing. By letter dated June 10, 1975, Commissioner's staff informed applicant that the proposed detour route would involve a crossing not authorized by the Public Utility Commissioner and that if that route were to be used, an amendment to the application would be required. PUC staff followed this letter up with another letter to applicant dated August 19, 1975. In this letter staff suggested that an existing public crossing at Milepost 18.5 (Vandevert Road) be utilized as the detour route instead of the Harper Townsite Road. By letter dated August 27, with an attached memorandum dated August 22, 1975, applicant informed the Commissioner that Deschutes County has abandoned the plan to detour traffic over the Harper Townsite Road and now plans to detour traffic over the Vandevert Road crossing at Milepost 18.5. This obviates the need for an additional amendment to the application, since the Vandevert Road crossing has already been authorized by the Commissioner and is cataloged as Crossing No. 10A-18.5 in his inventory of public crossings.

Copies of the application and responses thereto were duly served upon Burlington Northern, Inc., Deschutes County, Cascade Natural Gas and Pacific Northwest Bell Telephone Company. No objection by any party has been made to the granting of the application.

Due consideration has been given to the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required. Based upon the application, the files and field investigation of the Commissioner. it is found that the application should be granted upon the following terms and conditions. It is therefore

ORDERED that:

(1) The authority to alter the overcrossing structure as requested herein is hereby granted.

(2) Oregon State Highway Division shall reconstruct the existing overcrossing structure and bear 89% of the cost thereof.

(3) Deschutes County shall:

(a) Bear 11% of the cost of reconstructing the overcrossing structure; and

(b) Upon completion of the project, maintain the structure, maintain all highway appurtenances thereto and bear all the cost thereof.

(4) Burlington Northern, Inc., shall:

If necessary, remove the signal and communication lines, protect same during the construction period and replace in a permanent location upon completion of construction.

(5) Upon completion of the project, Oregon State Highway Division shall notify the Commissioner.

After completion, the new structure will have horizontal and vertical clearances equal to, or in excess of, those required by the Public Utility Commissioner. During construction of the overstructure, however, it will be necessary to require an impaired vertical clearance of 21'0" above the railroad track, as detailed in the application and drawing No. 30419 attached thereto. Authority to maintain the impaired clearance as detailed herein is hereby granted.

Made, entered and effective September 25, 1975

CHARLES DAVIS
PUBLIC UTILITY COMMISSIONER

September 26, 1975

Board of County Commissioners
Deschutes County
Courthouse
Bend, OR 97701

Attention: Rosemary Patterson
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 545

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Burlington Northern Overcrossing (Camp Abbot) Bridge on FAS 900.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (conf. agree. att.)

FAS 900-Desch Co

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 464(2)

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

STATE PROJECT NO. Burlington Northern RR O'Xing (Camp Abbot) Bridge Section

ITEM NO. RS-63

COUNTY NAME Deschutes

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
September 23, 1975	September 23, 1975	Secondary Route 900

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

County Road 1.3 miles West of Junction US 97, West 0.25 miles.

GENERAL DESCRIPTION OF WORK:

Grade, Drain and construct one bridge, utility adjustments including preparatory work.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

RECEIVED
COUNTY & CITY SECTION
SEP 26 1975
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

REMARKS

My program approval memorandum of September 23, 1975 approved this project for inclusion in the Federal-aid Program.

You are now authorized to proceed with actions necessary to advance to completion the physical construction provided for above in accordance with the provisions of your approved Sedondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof. Total estimated cost of work $280,000.00 - federal funds $218,900.00.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-23-75	H. E. Burghardt for	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 9-23-75

BY (Signature): L.W.Rulien's September 12, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

~~STATEWIDE~~ ITEM NOS. 63 THRU _____

~~URBAN~~ ITEM NOS. _____ THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS **	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
63	RS-464(2)	0.25	280,000	218,900	Burlington Northern RR O'Xing (Camp Abbot) Bridge Section. Deschutes County State of Oregon.	Grade, Drain, One Structure, Utility adjustments including preparatory work.

RECEIVED
COUNTY & CITY SECTION
SEP 26 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RPE

REMARKS (Division)

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		9-23-75	for C R Benghardt - G. L. Green, Division Administrator

** Program approval ~~or project approval~~ shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-690

FORM PR-48
(Rev. 8-71)

Budget Bureau No. 41-R2067; Approv

U.S. DEPAR
BURE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO H.Q.

FORM PR-1 (REV. 4-61)

9-12-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER: 1 (19)(20) — PROJECT LOCATION *(45 typewriter spaces)*: Co. Rd., 1.3 mi W of Jct US 97, W 0.25 mi (21 … 65)

ADT — PRESENT: 1,200 DHV-240 — FUTURE: 2,500 (66) — YEAR: 95 (70)(71)(72)

REGION: 10 — STATE NAME: Oregon — ST. CO. 4 (2)

CARD 3 — CHARACTER OF PROPOSED WORK *(33 typewriter spaces)*: Gr, Dr, & One Bridge (26 … 62)

NATL. FOREST (63)(65) — FH ROUTE NO. (66)(68) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71)(72)

EMERG. YR. (73) — PL. AUTH YR (74)(75)

PROJECT NUMBER — PREFIX LETTER(S): RS- (14 … 23) — NUMBER: 464 (7) — SEQ. (2

CARD — CLASS OF FEDERAL FUNDS: Rural Secondary — COUNTY NAME: Deschutes — CODE 017 (16)

NAME OF URBAN AREA (17-31): - -

ROUTE NO. S — FEDERAL-AID: 900 (32) — STATE: Co. Rd. (36)(37) — U.S. - - (41)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	(1&15)	(16)	41	42	43 … 46	53		(54) (58)	(59) (66)	(67) (78)		
5					PE		Co. Rd., 1.3 mi W of Jct US 97, W 0.25 mi					
5					ROW							
5					CONST (CODE) X180 C010		"Burlington Northern RR O'Xing (Camp Abbot) Br. Sec."	0.25	280,000	218,900	30,550	30,550 (Co.)
							PROJECT TOTALS	0.25	280,000	218,900	30,550	30,550 (Co.)

(16) (23)(24) (33)

RECEIVED
COUNTY & CITY SECTION
SEP 26 1975
☐ ENGR. ☐ COUR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ UE ☐ RE ☐ RPE

CARD 1 — CODE 1 — PREPARED BY

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

SEP 23 1975

FHWA OREGON DIVISION

REMARKS

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Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

9-12-75

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., 1.3 mi W of Jct US 97, W 0.25 mi		1,200 DHV-240	2,500	95	10	Oregon	41	075	63

PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI	DESIG.
Bridge								RS-	464	(2)		

FUNDS: Rural Secondary

COUNTY NAME: Deschutes — CODE: 017

ROUTE NO. S — FEDERAL-AID: 900 — STATE: Co. Rd. — U.S.: - -

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co. Rd., 1.3 mi W of Jct US 97, W 0.25 mi						Construct one pre-stressed conc. slab span br. (L 128.5') & approach roadways at both ends of bridge. Remove extg. str. & install guard-rail. RR protective service as required.
ROW								(County to place stor base, H.T. pavement, provide & maintain detour.)
CONST (CODE) X180 C010		"Burlington Northern RR O'Xing (Camp Abbot) Br. Sec."	0.25	280,000	218,900	30,550	30,550 (Co.)	ROW-60' min.; Access control-none; Parking restrictions-none. Utility adj. reg. incl. prep. work.
PROJECT TOTALS			0.25	280,000	218,900	30,550	30,550 (Co.)	

RECEIVED
COUNTY & CITY SECTION
SEP 26 1975
ENGR. ☐ CCOR ☐ OE ☐ AE ☐ UE ☐
UPE ☐ UE ☐ RE ☐ RPE ☐

REMARKS

PROGRAM APPROVAL DATES

SEP 23 1975

OREGON DIVISION

-over-

USCOMM DUSCOMM-DC 48905-P6

BURLINGTON NORTHERN RR O'XING (CMAP ABBOT) BR. SEC.
PROJECT NO. RS-464(2)

Existing Facility: Wood trestle consisting of three 15-foot approach spans on each end and a main span of 24 feet for a total length of 114 feet with a 24-foot 8-inch roadway.

Adjacent Sections:
East End---21-foot oil mat surfaced raodway with 6-foot shoulders.
West End---21-foot oil mat surfaced roadway with 2-foot shoulders.

Project Data: Remove existing structure and construct, on existing alignment, one prestressed concrete slab span bridge (Br. No. 16181) 128 feet 6 inches in length having a horizontal clearance of 40 feet with 5-foot walks on each side. Grade and drain approach roadway, at each end of bridge, to accommodate a completed facility providing two 12-foot traffic lanes of high-type pavement with 8-foot paved shoulders. Remove existing structure and install guardrail. RR protective service as required.

Note: County to place stone base, high-type pavement, provide and maintain detour.

Railroad Crossing Data:
Name of Railroad----------Burlington Northern Inc.
No. of Tracks----------One
No. of Trains----------Six freight per day
No. of High Speed Trains----None
Existing Crossing Protection-Grade separation Structure
Proposed Crossing Protection-Grade separation Structure
Railroad Benefits----------None

Exceptions to Minimum Standards: None

Relocation Assistance Payments: None Required

System Action, Water Development, Recreation and Histr
None involved.

Airports: Both Sunriver Airstrip (Pvt.) lies NW and S
strip lies SW within 2 miles of the project. No confl
be involved as a result of the project.

IM 50-1-70 Requirements: State Clearinghouse and Dist
Clearinghouse A-95 review approval letters dated Octo
and September 20, 1974, respectively.

FHPM 7-7-2 Requirements: Nonmajor action project con
by FHWA on January 21, 1975.

FHPM 7-7-5 Requirements:
(a) Public Hearings--Not required under Oregon Ac
(Category 3 project).
(b) Location/Design--Granted under the "Secondary
on August 18, 1975.

Route Data: This is a school bus route, mail route,
route and a route to recreation areas.

Control of Utilities: The State does not have, at t
the legal authority to control the use of utilities
of-way of this project. A State-County agreement is
pared to comply with paragraph 6d(1) of PPM 30-4.1.

Note: This project is in Congressional District No.

Data for PR-37:
Structure Type Code X180----Est. Cost $220,000
Roadway Type Code 0010------Est. Cost $ 60,000

BURLINGTON NORTHERN RR O'XING (CMAP ABBOT) BR. SEC.
PROJECT NO. RS-464(2)

Wood trestle consisting of three 15-foot
ch end and a main span of 24 feet for a
feet with a 24-foot 8-inch roadway.

oil mat surfaced raodway with 6-foot
rs.
oil mat surfaced roadway with 2-foot
rs.

e existing structure and construct, on
one prestressed concrete slab span bridge
feet 6 inches in length having a horizon-
feet with 5-foot walks on each side.
oach roadway, at each end of bridge, to
ted facility providing two 12-foot traf-
pe pavement with 8-foot paved shoulders.
cture and install guardrail. RR protec-
ired.

ce stone base, high-type pavement, provide

ta:
----------Burlington Northern Inc.
----------One
----------Six freight per day
Trains----None
Protection-Grade separation Structure
Protection-Grade separation Structure
----------None

m Standards: None

ce Payments: None Required

System Action, Water Development, Recreation and Histrical Areas: None involved.

Airports: Both Sunriver Airstrip (Pvt.) lies NW and Stearns Airstrip lies SW within 2 miles of the project. No conflict should be involved as a result of the project.

IM 50-1-70 Requirements: State Clearinghouse and District 10 Clearinghouse A-95 review approval letters dated October 8, 1974 and September 20, 1974, respectively.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on January 21, 1975.

FHPM 7-7-5 Requirements:
(a) Public Hearings--Not required under Oregon Action Plan (Category 3 project).
(b) Location/Design--Granted under the "Secondary Road Plan" on August 18, 1975.

Route Data: This is a school bus route, mail route, log hauling route and a route to recreation areas.

Control of Utilities: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Note: This project is in Congressional District No. 2.

Data for PR-37:
Structure Type Code X180----Est. Cost $220,000
Roadway Type Code 0010------Est. Cost $ 60,000

FAS 900
Deschutes Co.

OREGON STATE HIGHWAY DIVISION
State Highway Building, Rom 203
Salem, Oregon 97310

Attention: County-City Unit

C.C. John Oaks
C.G. Swanson
Walt Hart
Carl Williams

:2)

ıern Railroad Overcrossing

lge FAS 900

of our knowledge and belief, all rights-
ove referred to federal aid project have

ot be required for this project.

of persons from residences, farms,

to the transfer of property have
ıce with the Uniform Relocation
cquisition Policies Act of 1970.

Relocation Assistance and Real
Act of 1970, displaced persons,
ave been provided relocation pay-
tion assistance. Displaced
been relocated to, or offered,
sing.

and/or adjustment of existing utilities
referred to federal aid project have
, or other approved procedure.

Signed at Bend, Oregon,

this 19 day of Sept, 1975.

County of Deschutes

Albert A Young
County Judge/Chairman

Commissioner

Commissioner

MEMO OF CALL OR VISIT

TO Hal

SECTION | DATE 9/22 | TIME 11:05 A.M. P.M.

NAME, ORGANIZATION OF CALLER Bend

Bob Pool

ACTION
☑ TELEPHONED ☐ VISITED OFFICE ☐ RETURNED YOUR CALL
☐ RADIO'D ☐ _____
☐ REQUESTED YOU CALL HIM AT _____
☐ WILL VISIT OFFICE AGAIN AT _____ A.M. P.M. ON _____

MESSAGE
Re: Camp Abbot Bridge
R/W width at railroad
is 150 feet total (75 feet
each side). Station 45-
has 30 feet each side.
Straight taper between
two points. A

SIGNATURE
FORM 81-734-8361

RECEIVED
COUNTY & CITY SECTION
SEP 1975
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UC
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

Hal 9/24

R/W File No. _____
6/23/75

FAS 900
Deschutes

C.C. John Oaks
C G Swanson
Walt Hart
Carl Williams

SUBJECT: Federal Aid Project No. RS-464(2)

Project Name Burlington Northern Railroad Overcrossing

(Camp Abbot) Bridge FAS 900

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to federal aid project have been secured.

2. We hereby certify that:

☐ Additional right-of-way will not be required for this project.

☑ There has been no displacement of persons from residences, farms, or businesses; or

☑ All incidental charges related to the transfer of property have been paid by county in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, business, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Bend, Oregon,

this 19 day of Sept, 1975.

County of Deschutes

RECEIVED
COUNTY & CITY SECTION
SEP 22 1975
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☒ RPE ☐

Albert A Young
County Judge/Chairman

Commissioner

Commissioner

R/W File No. _____
6/23/75

Fas 900
Beach Co

September 16, 1975

Mr. Charles Plummer
Deschutes County Roadmaster
1507 East First
Bend, OR 97701

Burlington Northern OXing (Camp Abbott) Bridge
FAS 900, Deschutes County

Dear Mr. Plummer:

This is to verify the telephone conversations with your office concerning the dimensions of the right-of-way on each side of the centerline for the approaches for the westerly end of this structure.

At Engineer's Centerline Station 44+00 the right-of-way is to be 30 feet on each side of the centerline, and at the westerly end of the bridge the right-of-way is to be 70 feet on each side of the centerline. The right-of-way between these two locations will be tapered within the limits of straight lines drawn to connect outside edges of the 30-foot and 70-foot points.

Very truly yours,

Robert H. Prange
Rural Engineer
County-City Unit

RHP:mm

cc: Dave Fenton, Region 4

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

6309

~~PRO 6-2~~

September 12, 1975

TO: G. L. Green, Division Admin.
Federal Highway Administration

FROM: L. W. Rullen
Project Management Engineer

SUBJECT: Program Data Submission
Project No. RS-464(2)

We are submitting program data for one project, Item No. 63, Project No. RS-464(2), "Burlington Northern Railroad Overcrossing (Camp Abbot) Bridge Section", which we desire to have included in the Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for this project on October 23, 1975.

One copy each of State Clearinghouse and District 10 Clearinghouse A-95 review approval letters, dated October 8, 1974 and September 20, 1974, respectively were forwarded previously.

It is understood that your approval of the program at at total estimated cost of $280,000 will result in an obligation of $218,900 in federal funds.

JG:dc
Encl.

Budget Bureau No. 41-R2067; Appr

U.S. DEPA
BU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

9-12-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
	1	Co. Rd., 1.3 mi W of Jct US 97, W 0.25 mi	ADT	1,200 DHV-240	2,500	95	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FM ROUTE NO.	SUPV AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
	Gr, Dr, & One Bridge								RS-	464

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
	Rural Secondary	Deschutes	017

NAME OF URBAN AREA: - -

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	900	Co. Rd.	- -

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1					PE		Co. Rd., 1.3 mi W of Jct US 97, W 0.25 mi					
3					ROW							
5					CONST (CODE) X180 0010		"Burlington Northern RR O'Xing (Camp Abbot) Br. Sec."	0.25	280,000	218,900	30,550	30,550 (Co.)
							PROJECT TOTALS	0.25	280,000	218,900	30,550	30,550 (Co.)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

REMARKS

C
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Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

9-12-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., 1.3 mi W of Jct US 97, W 0.25 mi		1,200 DHV-240	2,500	95	10	Oregon	41	075	63

ED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
Bridge								RS-	464	(2)		

DS	COUNTY NAME	CODE	PROGRAM STAGE
Rural Secondary	Deschutes	017	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	900	Co. Rd.	- -

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co. Rd., 1.3 mi W of Jct US 97, W 0.25 mi						Construct one pre-stressed conc. slab span br. (L 128.5') & approach roadways at both ends of bridge. Remove extg. str. & install guard-rail. RR protective service as required.
ROW								(County to place sto base, H.T. pavement, provide & maintain detour.)
CONST (CODE) X180 0010		"Burlington Northern RR O'Xing (Camp Abbot) Br. Sec."	0.25	280,000	218,900	30,550	30,550 (Co.)	ROW-60' min.; Access control-none; Parking restrictions-none. Utility adj. reg. incl. prep. work.
BY		PROJECT TOTALS	0.25	280,000	218,900	30,550	30,550 (Co.)	

APPROVAL DATES

REMARKS

-over-

USCOMM DUSCOMM-DC 48908-P6

BURLINGTON NORTHERN RR O'XING (CMAP ABBOT) BR. SEC.
PROJECT NO. RS-464(2)

Existing Facility: Wood trestle consisting of three 15-foot approach spans on each end and a main span of 24 feet for a total length of 114 feet with a 24-foot 8-inch roadway.

Adjacent Sections:
East End---21-foot oil mat surfaced raodway with 6-foot shoulders.
West End---21-foot oil mat surfaced roadway with 2-foot shoulders.

Project Data: Remove existing structure and construct, on existing alignment, one prestressed concrete slab span bridge (Br. No. 16181) 128 feet 6 inches in length having a horizontal clearance of 40 feet with 5-foot walks on each side. Grade and drain approach roadway, at each end of bridge, to accommodate a completed facility providing two 12-foot traffic lanes of high-type pavement with 8-foot paved shoulders. Remove existing structure and install guardrail. RR protective service as required.

Note: County to place stone base, high-type pavement, provide and maintain detour.

Railroad Crossing Data:
Name of Railroad----------Burlington Northern Inc.
No. of Tracks----------One
No. of Trains----------Six freight per day
No. of High Speed Trains----None
Existing Crossing Protection-Grade separation Structure
Proposed Crossing Protection-Grade separation Structure
Railroad Benefits----------None

Exceptions to Minimum Standards: None

Relocation Assistance Payments: None Required

System Action, Water Development, Recreation and Histr
None involved.

Airports: Both Sunriver Airstrip (Pvt.) lies NW and S
strip lies SW within 2 miles of the project. No confli
be involved as a result of the project.

IM 50-1-70 Requirements: State Clearinghouse and Distr
Clearinghouse A-95 review approval letters dated Octobe
and September 20, 1974, respectively.

FHPM 7-7-2 Requirements: Nonmajor action project concu
by FHWA on January 21, 1975.

FHPM 7-7-5 Requirements:
(a) Public Hearings--Not required under Oregon Actio
(Category 3 project).
(b) Location/Design--Granted under the "Secondary Ro
on August 18, 1975.

Route Data: This is a school bus route, mail route, lc
route and a route to recreation areas.

Control of Utilities: The State does not have, at this
the legal authority to control the use of utilities on
of-way of this project. A State-County agreement is be
pared to comply with paragraph 6d(1) of PPM 30-4.1.

Note: This project is in Congressional District No. 2.

Data for PR-37:
Structure Type Code X180----Est. Cost $220,000
Roadway Type Code 0010------Est. Cost $ 60,000

BURLINGTON NORTHERN RR O'XING (CMAP ABBOT) BR. SEC.
PROJECT NO. RS-464(2)

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end and a main span of 24 feet for a
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il mat surfaced raodway with 6-foot

il mat surfaced roadway with 2-foot

existing structure and construct, on
e prestressed concrete slab span bridge
et 6 inches in length having a horizon-
t with 5-foot walks on each side.
ch roadway, at each end of bridge, to
d facility providing two 12-foot traf-
pavement with 8-foot paved shoulders.
ure and install guardrail. RR protec-
ed.

stone base, high-type pavement, provide

:
---------Burlington Northern Inc.
---------One
---------Six freight per day
rains----None
otection-Grade separation Structure
rotection-Grade separation Structure
---------None

Standards: None

Payments: None Required

System Action, Water Development, Recreation and Histrical Areas: None involved.

Airports: Both Sunriver Airstrip (Pvt.) lies NW and Stearns Airstrip lies SW within 2 miles of the project. No conflict should be involved as a result of the project.

IM 50-1-70 Requirements: State Clearinghouse and District 10 Clearinghouse A-95 review approval letters dated October 8, 1974 and September 20, 1974, respectively.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on January 21, 1975.

FHPM 7-7-5 Requirements:
(a) Public Hearings--Not required under Oregon Action Plan (Category 3 project).
(b) Location/Design--Granted under the "Secondary Road Plan" on August 18, 1975.

Route Data: This is a school bus route, mail route, log hauling route and a route to recreation areas.

Control of Utilities: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Note: This project is in Congressional District No. 2.

Data for PR-37:
Structure Type Code X180----Est. Cost $220,000
Roadway Type Code 0010------Est. Cost $ 60,000

FAS 900
Desch Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

August 22, 1975

Salem, Oregon

FILE: Br. 16181

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Mr. Jack Sollis
Assistant Attorney General

SUBJECT:

BNRR Oxing (Camp Abbot)Br.
FAS 900
Deschutes Co.
SFX 749

In response to Mr. Astle's letter of August 19, 1975, the County has abandoned the plan to detour traffic on the route forwarded with my letter of April 15, 1975.

They now plan to detour traffic on Vandevert Road as suggested. Therefore an application for a temporary crossing will not be necessary.

PMO/ag

cc James E. Chidsey
Harold Reynoldson

RECEIVED
COUNTY & CITY SECTION
AUG 25 1975

ENGR. [ ] [illegible] [ ] UE
[ ] UPE [ ] [illegible] RE [X] RPE

ROUTING	ACTION	INFO
P.M. ENGINEER		
[illegible] DEV. ENGR.		
[illegible] ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEGOR		
MILEAGE CONTROL		
P.S. & E. SCHEDULE		

REMARKS:

AUG 21 1975

FAS 900
Desch Co

FORM E-10

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 18, 1975

TO Mr. D. E. Swan
Project Federal Aid Engineer

RS-464(2)

FROM Robert H. Prange
Rural Engineer
County-City Unit

SUBJECT FAS Program Request

County: Deschutes Section: Burlington Northern Railroad Overcrossing (Camp Abbot) Bridge
FAS 900

Termini: Approximately 1-1/2 miles west of the junction with FAP 4.

Proposed Work: Structure. Project Length: 128 ft. 6 in.

Costs:	Total	Federal	State	County
Construction	$280,000	$218,400	$30,800	$30,800

Existing Facilities: Existing structure is a wooden trestle with three 15-foot approach spans on each end and a main span of 24 feet, with a 24-foot 8-inch roadway. Existing roadway on each side of the bridge has two 10-foot oil travel lanes with two-foot gravel shoulders on the west side and a six-foot gravel shoulder on the east side of the bridge.

Adjacent Sections:

East End:

West End: 12-foot asphaltic concrete travel lanes with 8-foot asphaltic concrete shoulders.

Project Data: Construct a reinforced concrete bridge 128 feet 6 inches long with a 40-foot clear roadway with five-foot sidewalks on each side. County is to construct the appraoches and connections. Contractor is to remove and dispose of the existing bridge and install the guardrail on the approaches.

Right-of-Way: [redacted] feet minimum. Access Control: None.

Railroad Crossing: Single track; six freight trains per day which travel 50 miles per hour.

☐ ENGR. ☐ ASST. ☑ OE ☑ AE ■ UE
☑ UPE ☑ CE ☒ RE ☑ RPE ☐

Minimum Design Standards: No deviation from standards.

System Action: Completed.

Unusual or Complicated Situations: Since we are not changing the status of the crossing, the railroad has no financial responsibility.

Route Data: This route is used by school buses, mail and log hauling vehicles, and provides access to a recreation area.

Hearing Certification: No certification.

Public Hearing: No hearing requested; non-major.

Environmental Statement: 2/5/75.

Park and Recreation Area Affected: Improve the access to Sun River.

Relocating Assistance: No one moved.

Social, Economic and Environmental Effects Considered: Yes.

Location and Design Approved: 8/18/75.

Clearinghouse Approved: Not required.

Transportation Commission Approval: 8/28/74

ADT: 1975--1,200
1995--2,500

DHV: 1975--240
1995--450

HR:scr

Attachment

fas 900
Desch Co

July 30, 1975

Mr. Charles Plummer
Roadmaster
Deschutes County
Courthouse
Bend, Oregon 97701

RE: Burlington Northern Railroad (Camp Abbot)
Bridge Section
FAS 900
Deschutes County

Dear Mr. Plummer:

Enclosed is a full-sized copy of the plans for this project with the proposed right-of-way lines marked thereon. They are for your reference in acquiring the necessary right-of-way for this project.

Very truly yours,

Robert H. Prange
Rural Engineer
County-City Unit

HR:geh

Enclosure

West approach to bridge R/W
to 30' on each side of
44+00 and at the end
of the bridge 100' to be
70' on each side

30'
30'

70'

☑ ENGR. ☐ ASST. ☑ OE ☒ AE ■ UE
☑ UPE ☒ CE ☒ RE ☒ RPE ☐

DESCHUTES COUNTY
DEPARTMENT OF PUBLIC WORKS
1507 EAST FIRST STREET BEND, OREGON 97701
TELEPHONE 382-4000

RCE RE RME RCE FAE
RTE RECEIVED ENV
RUE JUN 11 1975 RLE
RSO REGION 4 RBE
ASSIGNED

June 10, 1975

Mr. Carl Williams
Regional Engineer
Oregon State Highway Division
P. O. Box 1249
Bend, Oregon 97701

Re: Camp Abbott O'Xing, FAS 900

Dear Carl:

This correspondence will serve to advise you of impending changes in the work to be performed by contract on the above mentioned project.

In addition to the normal work requested, including installation of guardrail, we would like to include the placing of the necessary embankment to facilitate the approaches at sub-grade elevation. The placement of the necessary base material would still be performed by Deschutes County.

The reason for this is to eliminate the time loss to the contractor due to the lack of proper coordination between the contractor and the county.

I would appreciate it if you would direct this to County and City Division as soon as possible.

Sincerely,

Charles L. Plummer
Roadmaster

CLP:jm

6-12-75
Copy to:- Jill Versteeg
Walt Hart

RECEIVED
COUNTY & CITY SECTION
JUN 12 1975
ENGR. COOR. LE AE UE
UPE CE RE RPE

for 900
Deschutes Co

PUBLIC UTILITY COMMISSIONER OF OREGON

LABOR AND INDUSTRIES BUILDING • SALEM 97310 • Telephone (503) 378-6659

June 10, 1975

Your File: PUX 997

Mr. Jack L. Sollis
Assistant Attorney General
211 State Highway Building
Salem, OR 97310

Re: SXF 749; Application of Oregon State Highway Division to alter a separated crossing of S. Century Drive, FAS 900 & Burlington Northern, near Sunriver, Deschutes County.

Dear Jack:

Regarding your letter of April 28 in this matter. We believe that the grade crossing over which South Century Drive traffic is to be diverted during reconstruction of the overcrossing is not an authorized public crossing.

In order to utilize this crossing, which is identified as the "Harper Townsite Road" crossing (at approximate railroad M.P. 16.7) in Mr. Ellison's memorandum to you dated April 15, we would need from you an application to construct a temporary crossing at grade, including a proposal for adequate protection.

According to the Commissioner's log of public crossings, the nearest authorized public crossings to the South Century overcrossing are at M.P. 12.1 (Benham Falls Road) and at M.P. 18.5 (Vandevert Road). The first is approximately 4 miles north of the existing overcrossing. The latter is approximately 2.4 miles south of the overcrossing.

We will have one of our crossing people in the area the week after next. I am asking him to take a look at the proposed detour crossing as well as the existing public crossings at M.P.'s 12.1 and 18.5.

Yours very truly,

RECEIVED
JUN 13 1975
BRIDGE DIVISION

David J. Astle
Administrator
Railroad Division

DJA:br
cc: (with Encl. April 28 letter/ Sollis) All Parties of Interest
R. A. Mather
R. W. Ellison, Bridge Adm. Engineer

NOTED
P.M. OAKLEY

ORS 756.040(1) The commissioner . . . "shall represent the customers of any public utility, railroad, air carrier or motor carrier, and . . . he shall make use of the jurisdiction and power of his office to protect such customers, and the public generally, from unjust and unreasonable exactions and practices and to obtain for them adequate service at fair and reasonable rates."

2309

FORM 81.734.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 3, 1975

FILE: BR 16181

FROM: Jack L. Davis
Foundation Engineer

TO:

Mr. Carl Williams
Regional Engineer

SUBJECT:

Foundation Core and Drive Samples
Section: B.N.R.R. Oxing (Camp Abbott)
Highway: FAS 900
County: Deschutes

Forwarded to the Regional Geologist by separate carrier are foundation core samples and split tube samples for structures as listed below.

Samples should be forwarded to the Resident Engineer in charge of the project for inspection of the Resident Engineer and by prospective bidders on the project. Samples should then be retained under the control of the Division Engineer until the legal claim period for the contract has expired after completion of the project, at which time the samples may be disposed of. Please return empty core boxes to the Bridge Section Foundation Unit.

Birdge No.	Name	Boxes Drive Samples (No. Jars)	Boxes Core Samples
16181	B.N.R.R. Oxing (Camp Abbott) (Test Holes 1 and 2)	1 (5)	2

Forwarded: 6-3-75 (Date) To Rolland Van Cleave By State (Carrier)

JLD: dh

cc Walter J. Hart
J. H. Versteeg
~~Resident Engineer~~
Region Geologist Rolland Van Cleave

RECEIVED
JUN 4 1975
ROAD DIVISION
Bring Up
Other

fas 900
Deschutes Co

MEMORANDUM TO THE FILES

May 7, 1973

FROM: Robert H. Pranye
Rural Engineer
County-City Unit

RE: Burlington Northern (Camp Abbot Bridge) Overcrossing
South Century Drive, FAS 900
Deschutes County

By telephone conversation with R. C. Pool, the guardrail on the approaches of the subject structure will be installed by the contractor and not by the County as previously determined.

RHP:scw

cc: R. C. Pool, Region 4
C. L. Plummer, Deschutes County Roadmaster
W. J. Hart
C. G. Swanson

R

☑ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

MEMORANDUM TO FILES

April 24, 1975

FROM: Robert H. Prange
Rural Engineer
County-City Unit

RE: Burlington Northern Railroad Crossing (Camp Abbot Bridge)
FAS 900, Deschutes County

Reference is made to R. C. Pool's memorandum of April 16, 1975.

1. Provision will be made for contractor to remove old structure.

2. Slope excavation in the area of Bent 3 can be done by the contractor.

3. Guardrail will be held to minimum. Since the County is constructing the approaches, the contractor will furnish the required guardrail and stockpile it at the county shops in Bend.

4. FHWA has indicated that the roadway width should be the minimum standard of 40 feet consisting of 12-foot travel lanes and 8-foot shoulders. Justification for this standard is the amount and type of traffic, close proximity of Sun River and the similarity of the Burgess Bridge design criteria. We will therefore continue with the design of the structure using the minimum standard of the 40-foot roadway plus two 5-foot sidewalks.

5. The letting date will be moved to August.

6. See attached letter from P.U.C. to J. Sollis.

RHP:scr

Attachment

cc: Dave Hoerning
R. C. Pool
C. M. Williams
C. G. Swenson
Bridge Design

ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

PUBLIC UTILITY COMMISSIONER OF OREGON

RECEIVED
APR 4 1975
LEGAL

LABOR AND INDUSTRIES BUILDING • SALEM 97310 • Telephone (503) 378-6659

April 3, 1975

File: SXF 749

Jack L. Sollis
Assistant Attorney General
211 State Highway Building
Salem, OR 97310

NOTED
JACK L. SOLLIS

Dear Mr. Sollis:

In the matter of the application of the Oregon State Highway Division as agent for Deschutes County for the authority, pursuant to ORS 763.030, to alter a separated crossing of S. Century Drive, FAS 900 and Burlington Northern, Inc., Oregon-California Main Line, near Sunriver, Deschutes County, Oregon.

Application has been received in behalf of the Oregon State Highway Division in the above-cited matter, and copies have this date been served upon the parties of interest as follows:

Office of Manager
Pacific Northwest Bell Telephone Co.
421 S. W. Oak
Portland, OR 97204

Board of County Commissioners
Deschutes County Courthouse
Bend, OR 97701

Cascade Natural Gas
820 N. E. 3rd
Bend, OR 97701

R. J. Crosby, Vice President
and Regional Counsel
Burlington Northern, Inc.
1201 American Bank Building
Portland, OR 97205

H. F. Moy, Director Engineering
Burlington Northern, Inc.
P. O. Box 571
Portland, OR 97207

A copy of the application was sent to Mr. G. W. McCann, Chairman, Central Oregon Intergovernmental Council, P. O. Box 757, Redmond, Oregon 97756 for informational purposes.

Please provide a response to item 27. If the answer is "no", we need to know whether or not the existing structure will be used during construction of the new structure.

ORS 756.040(1) The commissioner . . . "shall represent the customers of any public utility, railroad, air carrier or motor carrier, and . . . he shall make use of the jurisdiction and power of his office to protect such customers, and the public generally, from unjust and unreasonable exactions and practices and to obtain for them adequate service at fair and reasonable rates."

If not, will traffic which uses this highway be directed to other crossings in the area? If so, please furnish anticipated detour routes and additional ADT for each.

Yours very truly,

David Astle

David J. Astle
Administrator
Railroad Division

DJA:mt

cc: James E. Chidsey
Parties of Interest

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701

April 16, 1975

FILE: LOC 17
509-1465

FROM: Robert C. Pool
Regional Maintenance Engineer

SUBJECT: Camp Abbot Bridge
Deschutes County

TO: MEMO TO THE FILES:

On Tuesday, April 15, the Descnutes County Public Works Director, Dave Hoerning, was in the office and we discussed construction details on the Camp Abbot Bridge. He requested that the specifications be written to include the following:

1. Contractor to remove old structure.

2. Slope excavation in the area of Bent 3 should be done by the contractor.

3. The amount of guardrail should be the minimum amount called for by our standards. This would consist of lead-in guard rail and protection for slopes where fills were required because of this contract.

4. Roadway widths should be reduced to 36' plus sidewalks on both sides of the structure.

5. Contract letting date should be moved back to August.

6. Dave mentioned a letter from the PUC to Jack Sollis regarding information which was required on the railroad crossing for the detour. As of this date we have not seen this letter.

RCP:pw

cc: Jack Harris (Bridge)
Larry Rulien
Phil Oakley
C.G. Swenson

4-17-75

PROJECT MANAGEMENT SECTION

	ACTION	INFO
FED. AID	APR 17 1975	
STORY-N		
CADD CONTEC		
PS&E SCHEDULE		

REMARKS:

April 10, 1975

MEMORANDUM TO FILES

FROM: Robert H. Prange
Rural Engineer
County-City Unit

RE: Burlington Northern Crossing (Camp Abbot Bridge) Section
Century Drive, FAS 900
Deschutes County

Pursuant to the Oregon Action Plan, on category 3 projects public hearings will not be held when nonsignificant amounts of additional right-of-way are required.

By the attached letter, Deschutes County concurs in the environmental assessment and agrees with the category 3, non-major classification of the Burlington Northern Crossing (Camp Abbot Bridge) Section.

It is concluded therefore that a public hearing will not be required for the subject project.

HR:scr

cc: E. S. Hunter
L. W. Rulien

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

FAS 900, Desch

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC 17

Bend, Oregon, 97701

March 31, 1975

FROM: David S. Fenton
Regional Environmentalist
Regional Federal Aid Engineer

TO: Robert Prange
Rural Engineer

SUBJECT: Burlington Northern Overcrossing Sec.
(Camp Abbott Bridge) Century Drive
FAS 900, Deschutes County

I am enclosing a letter from Dave Hoerning, Deschutes County Director of Public Works, responding to our request for certain information in regard to the subject project. I have reviewed his letter, and it seems to me to fill the bill. If you need more, please let me know.

David S. Fenton

DSF:pw

Enclosure

RECEIVED
COUNTY & CITY SECTION
APR 1 - 1975
☐ ENGR. ☐ COOR. ☑ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

DESCHUTES COUNTY
DEPARTMENT OF PUBLIC WORKS
1507 EAST FIRST STREET BEND, OREGON 97701
TELEPHONE 382-4000

March 28, 1975

Mr. David S. Fenton
Regional Environmentalist
Oregon State Highway Division
P. O. Box 1249
Bend, Oregon 97701

Dear Dave:

Please refer to your letter of March 26, 1975 regarding the approved Project Environmental Assessment for the Camp Abbott Bridge project in Deschutes County.

We have reviewed the Assessment and agree with the Category 3, non-major classification. The report adequately describes the projects impacts and no further study report should be needed.

In considering the environmental impacts and engineering aspects of the project, we feel there is no need for a public hearing. Therefore, we are formally requesting location and design approval from your division.

However, your attention is directed to the need of additional right-of-way on the west end of the bridge for approach slopes. This will be acquired from Sunriver property and we haven't been able to meet with them to finalize the transaction.

Sincerely,

Dave Hoerning

Dave Hoerning, Director of Public Works
and Administrative Services

ROE RE DOE FAE
RTE RECEIVED ENV
RDE MAR 31 1975 ROE
RSO REGION 4 RBE
ASSIGNED

DH/lv

FAS 900
Desch Co

SALEM, OREGON

April 2, 1975

Mr. W. J. Hart
Bridge Design Engineer

Robert H. Prange
Rural Engineer
County & City Unit

BNRR O'xing (Camp Abbot) Bridge
FAS 900
Deschutes County

Attached is the county's approved copy of the preliminary plans for this bridge.

The structure is to be 128'-6" long with a 40-foot roadway and two 5-foot sidewalks.

HR:ljt

Att.

☑ ENGR. ☐ ASST. ☑ 0[illegible] ☐ AE ☐ UE
☐ UPE ☐ CE [illegible] PE ☐

For 900
Desch Co

SALEM, OREGON

March 21, 1975

Mr. Dave Fenton, Region 4
Federal Aid Engineer

Robert H. Prange
Rural Engineer
County & City Unit

Burlington Northern (Camp Abbot Bridge)
O'xing Section
Century Drive, FAS 900
Deschutes County

Attached are two copies of the approved environmental assessment which classifies the subject project in a Category 3, non-major classification, which means according to our latest information that a hearing will not be required for the subject FAS-C project.

Since there is no requirement for a hearing for Deschutes County's project, unless of course the county feels a need for one, all that is needed now is a letter from the county stating in effect that:

1. The environmental assessment has been reviewed by the county.

2. The county agrees with the Category 3, non-major classification.

3. Since the environmental assessment adequately describes the project and its impact on the area, there is no need for a study report.

4. The county feels there is no need for a public hearing.

5. The county has considered the social, economic, environmental effects, and engineering aspects of the project and does request location and design approval from the State.

RHP:ljt
Att.

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

900 - Road

Robert W. Straub

March 17, 1975

Mr. Charles L. Plummer
Roadmaster
Deschutes County
Courthouse
Bend, Oregon 97701

Re: Burlington Northern Railroad Crossing
(Camp Abbot) Bridge Section
FAS 900
Deschutes County

Dear Mr. Plummer:

Two copies of the revised preliminary plans for the structure on the subject project are enclosed.

Would you please examine these plans and, if you approve, have the County Commissioners sign and return one copy to this office.

It is estimated that this shorter structure will cost approximately $260,000.

Would you please destroy the preliminary plans we sent you earlier for the longer structure at this location.

Very truly yours,

RHP

Robert H. Prange
Rural Engineer
County-City Unit

HR:scr

Enclosure

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

FAS 900
Desch Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 13, 1975

Salem, Oregon

FILE: Br. 16181

L.L. Wallace

FROM: L. L. Wallace
Bridge Design Engineer

TO: Don Harwell
County-City Engineer

Attention Harold Reynoldson

SUBJECT:

Burlington Northern Railroad Oxing
(Camp Abbot) Br. Sec.
FAS 900
Deschutes Co.

Enclosed are three prints of Drawing No. 30412. They are to replace prints submitted with our letter of March 7, 1975. The overall structure length has been decreased 19 feet by eliminating the bikeway underneath the structure and raising the height of the east abutment. This reduces the estimated cost to $260,000.

CP 147'
128.6'

There is room for the future construction of a bikeway under Span 1.

PMO/ag
Encls.

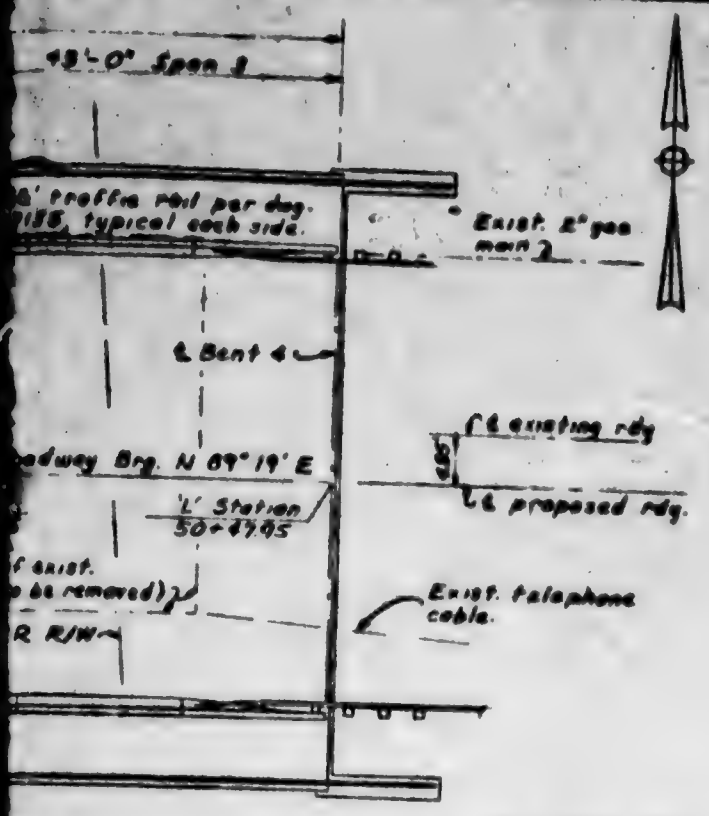
cc FHWA w/2 attachs. - Please return one copy with your approval or comments

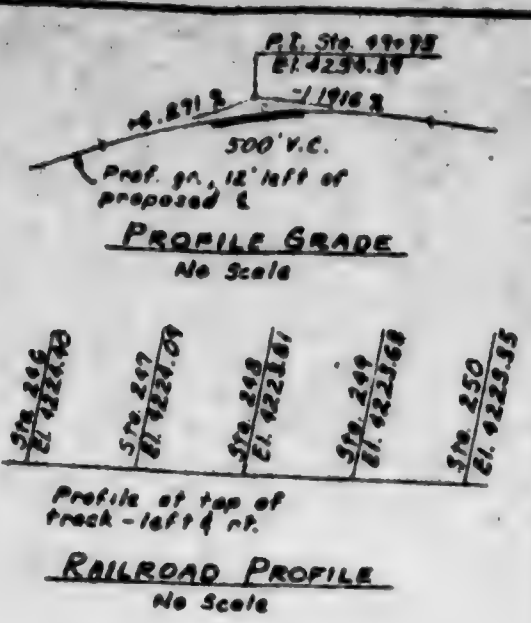
C. Williams w/2 attachs. - Please return one copy with your approval or comments

J. Chidsey w/5 attachs.

RECEIVED
COUNTY & CITY SECTION
MAR 14 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

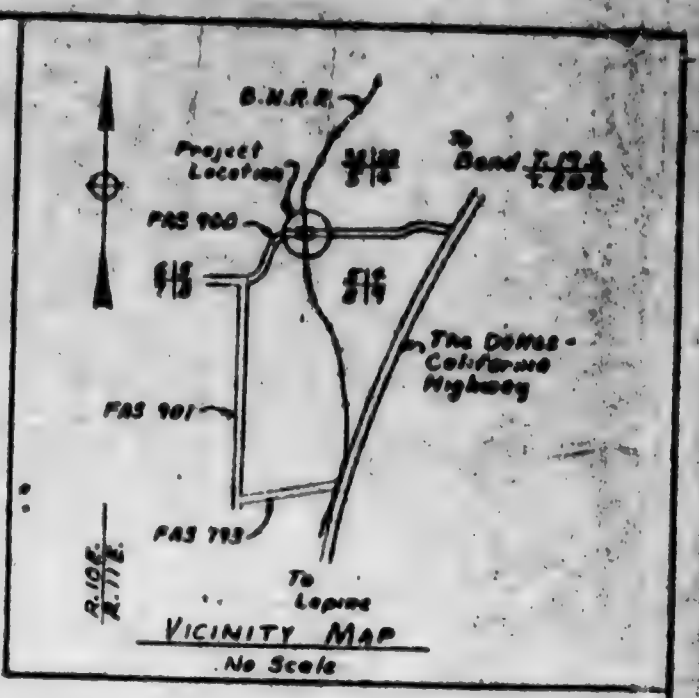
3-17-75 ... mother ... Plum ... 3-14 ... agr... to stat...



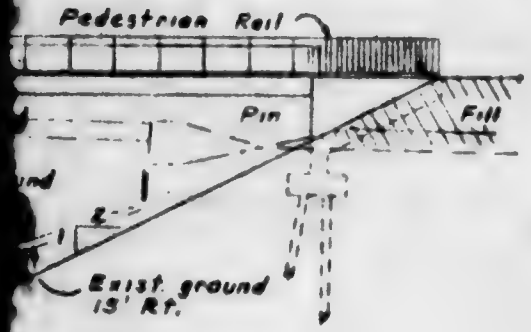


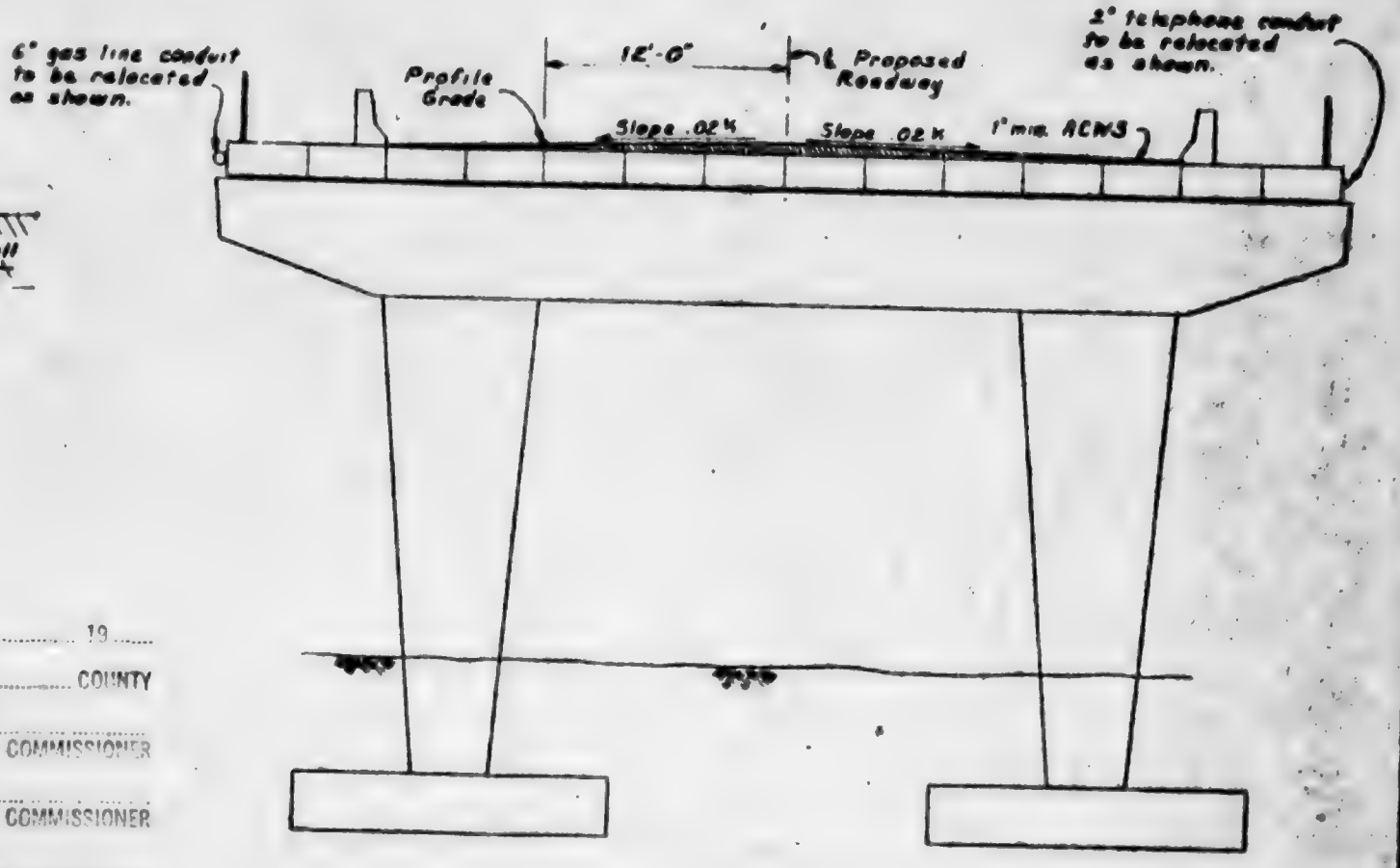
PROFILE GRADE
No Scale

RAILROAD PROFILE
No Scale



VICINITY MAP
No Scale





TYPICAL SECTION
Scale 1/16" = 1'-0"

APPROVED..... 19.....

BOARD OF COMMISSIONERS OF..... COUNTY

BY .....
COMMISSIONER

.....
COMMISSIONER

.....
COMMISSIONER

NE ¼ of SE ¼ of Sec. 5
T. 20 S., R. 11 E., W. M.

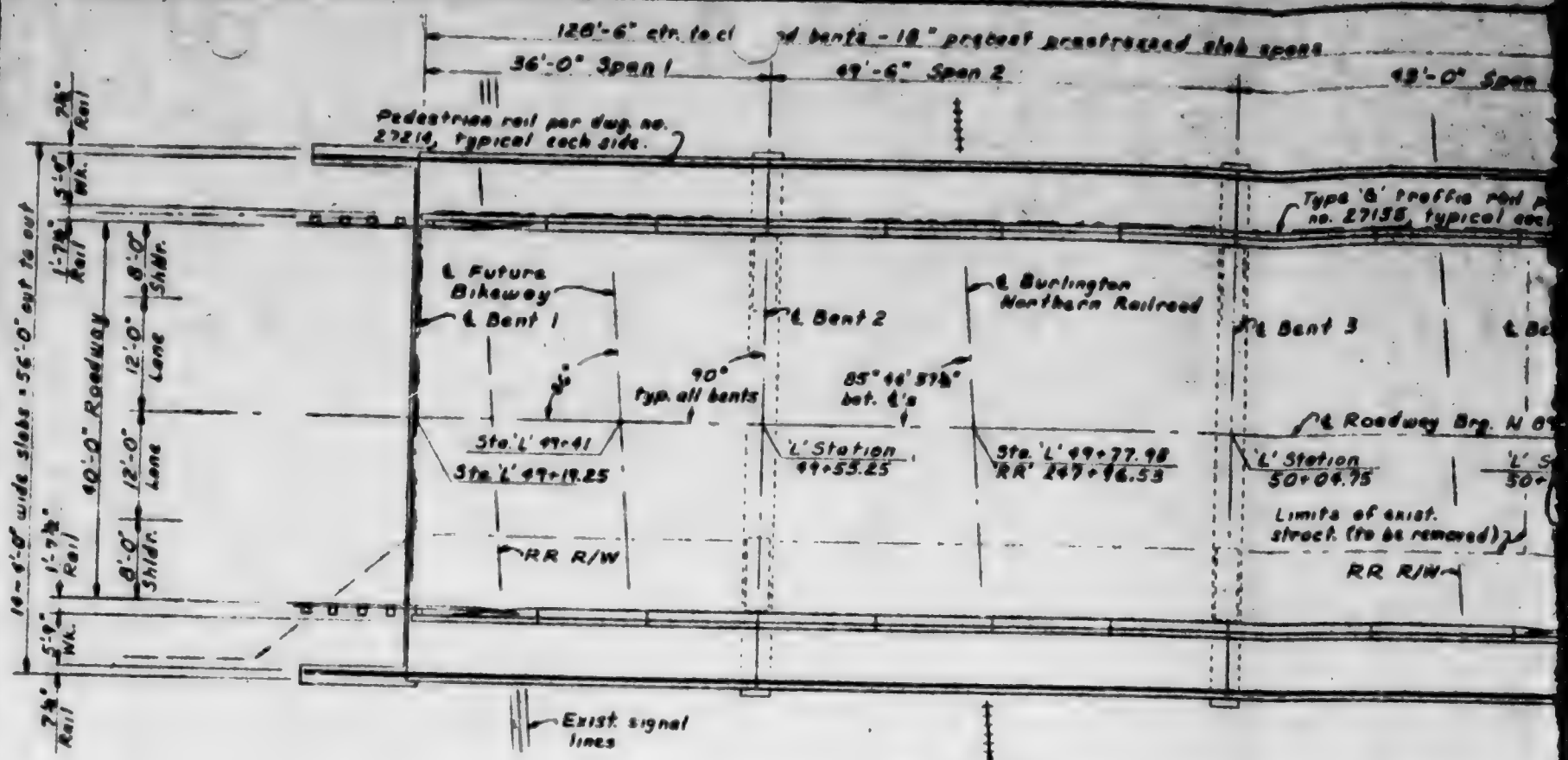
OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

B.N.R.R. O'XING (CAMP ABBOT) BRIDGE
CAMP ABBOT SECTION
FAS 900 DESCHUTES CO.

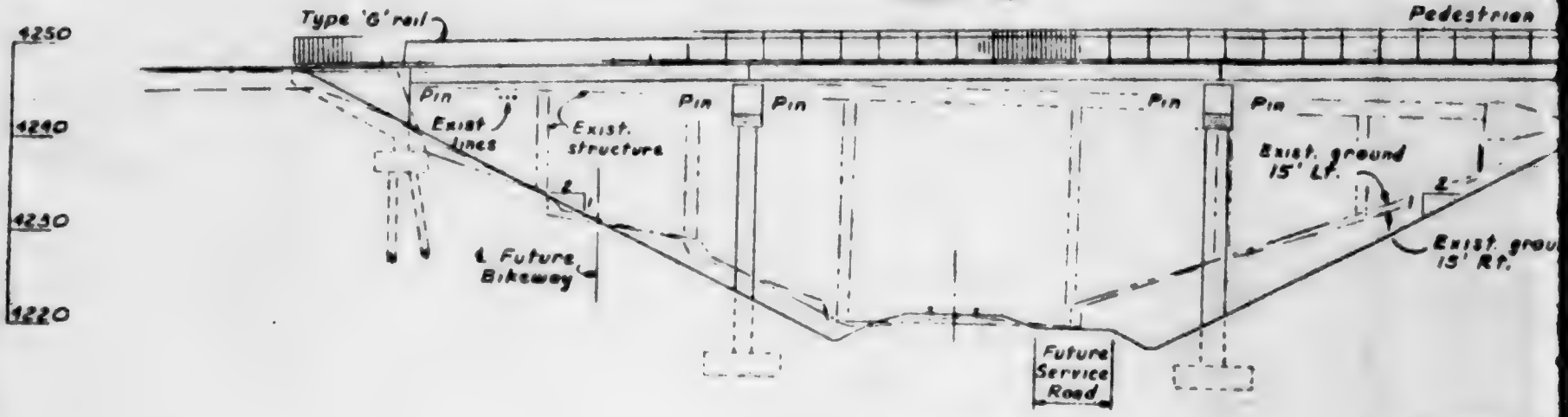
PRELIMINARY PLAN & ELEVATION

DESIGNED B.K. CHECKED
DRAWN P.R. CALC.
DATE 3-12-75 SHEET NO. 1 OF 1
ACCEPTED BY DIVISION
DRAWING NO. 30412

3-13-75

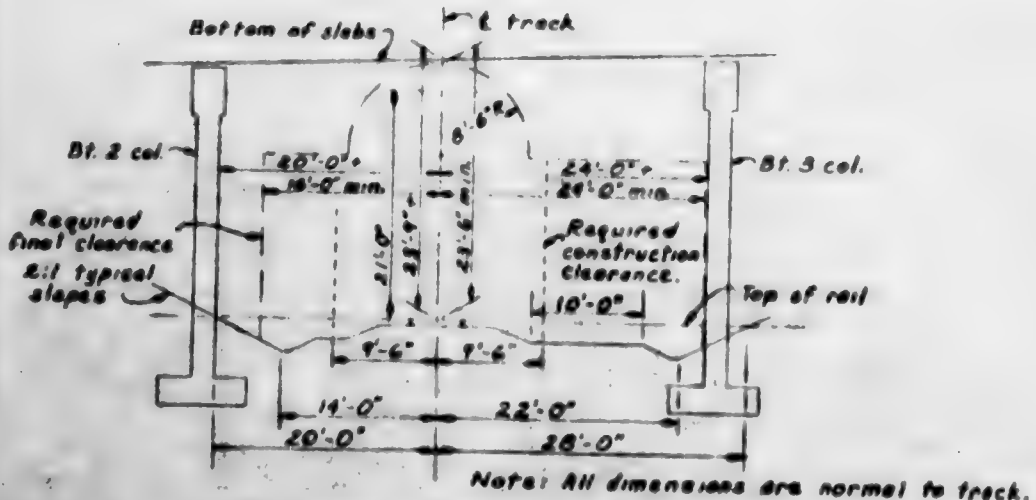


PLAN VIEW
Scale 1"=10'



ELEVATION
Scale 1"=10'

APPROVED
BOARD OF C
BY



RAILROAD CLEARANCES
Scale 1"=10'-0"

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6368

MARCH 14, 1975

MR. DAVID J. ASTLE
ADMINISTRATOR
RAILROAD DIVISION
502 WINTER ST. N.E.
SALEM, OR 97310

RE: 977

DEAR MR. ASTLE

ENCLOSED IS AN ORIGINAL AND SIX COPIES OF THE APPLICATION OF THE DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, IN THE ABOVE-SUBJECT MATTER.

TWO OF THE COPIES ARE FOR SERVICE UPON BURLINGTON NORTHERN RAILROAD, ONE COPY FOR SERVICE UPON DESCHUTES COUNTY, AND THREE COPIES ARE FOR USE BY YOUR OFFICE.

VERY TRULY YOURS

LEE JOHNSON
ATTORNEY GENERAL

ORIGINAL SIGNED BY
JACK L. SOLLIS

JACK L. SOLLIS
ASSISTANT ATTORNEY GENERAL

JLS:CLH
ENCLOSURES
CC: F. B. KLABOE
A. E. JOHNSON
WALTER J. HART
C. M. WILLIAMS
C. T. KEASEY
D. N. HARWELL
J. E. CHIDSEY

RECEIVED
MAR 17 1975

NOTED
MARIE STEPHENS

RECEIVED
STATE HWY ENGR
MAR 17 '75
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

PUC Docket No. SXF _____

PUC Crossing No. _____

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

Formal Title:

In the matter of the application of Oregon State Highway Division as agent (name of applicant) for Deschutes County

for the authority, pursuant to ORS Chapter 763. 030 (020/030/040), to alter (construct/alter/change protection at/relocate/close) a separated (grade/separated) crossing

of S. Century Drive, FAS 900 (name of street or highway)

and Burlington Northern Railroad (name of railroad company),

(name of railroad main or branch line or other trackage),

near (in/near) Sunriver (name of city,town,rail station), Deschutes (name of county),

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected ---

☐ State grade crossing protection fund (allocation formula for protective devices: 50% railroad; 30% state fund; 20% public authority in interest).

☒ Federal-Aid Highway System funds.*

Federal Aid Secondary-County

☐ Other Federal Funds, such as "Safer Roads Demonstration Program" funds.*

_____

☐ None of above.

*If federal fund assistance is expected, please give appropriate federal statutory provision.

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section I, plus all other parts of the application indicated beside that item.

(1) ____ Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) ____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) ____ Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(4) ____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(5) ____ Alteration/relocation of an existing public highway at an existing grade crossing. Answer: Sec. I, II & V.

(6) ____ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II & V.

(7) ____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(8) __X__ Alteration of an existing separated crossing. Answer: Sec. I, III, & V.

(9) ____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10)____ Addition of a track or tracks at an existing grade crossing. (See 6 above and answer as indicated.)

(11)____ Addition of protective devices at an existing crossing. (Simplified form AS-1/74 can be used if no other alteration is involved at the crossing in question. Otherwise answer as indicated under 5 above.)

(12)____ Addition or removal of stop sign protection at an existing crossing. (Simplified form SS-1/74 may be used if this is all that is involved. Otherwise answer as indicated under 5 above.)

(13)____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 & 13.

(14)____ Other (please specify) _____

_____

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon State Highway Division

   Address: Salem, Oregon

2. Statutory authority under which this application is made:

   763.030
   (ORS Chapter 763.020/030/040)

   Note: If a new grade crossing is proposed--ORS 763.020; if an existing crossing is to be altered--ORS 763.030; if a new separated crossing is proposed--ORS 763.040.

3. Location of the proposed project:

   Railroad milepost 16.10

   City -

   Nearest railroad station Sunriver

   County Deschutes

   The proposed project is to be in the NE 1/4 of the SE 1/4 of Section 5, Township 20S, Range 11 E, W. M.

4. Name of public highway involved in this project:
   S. Century Drive, FAS 900

   Name of public authority with jurisdiction over this highway:
   Deschutes County

5. Name of railroad involved in this project: Burlington Northern Railroad
   (include name of branch, main line or other track)

6. List the proper parties of interest in this matter:

   a. Burlington Northern Railroad
   b. Deschutes County
   c. Cascade Natural Gas Co.
   d. Pacific Northwest Bell
   e.
   f.

   Have you served each of these parties with a copy of this application? No (yes/no)

   If yes, please provide certificate of such service.

7. Describe the project in detail (including its purpose):
   The project consists of replacing a timber grade separation of substandard clearances and load capacity with a concrete structure to meet current standards.

8. Is the project contemplated necessary for the service, accommodation and convenience of the public? Yes

If yes, why? To accommodate present day loadings and upgrade geometric safety requirements.

9. Is the crossing involved (to be) a separated crossing? Yes

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 12 (a)(1) and 12 (b)(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? _____

If no, why not? _____

11. Physical description of the crossing:

a. The Highway

(1) Alignment---Describe the highway alignment for 1000 feet on each approach, both before and after the project: _____

(2) Width---The highway is ____ feet wide at the crossing at present; after completion of the project it will be ____ feet wide at the crossing.

The highway from _____ (N/S/E/W) to _____ (N/S/E/W) (will) consist(s) of:

At present--	After completion--
Shoulder of _____ feet	Shoulder of _____ feet
___lanes at _____ ft.ea.	___lanes at _____ ft.ea.
Median of _____ feet	Median of _____ feet
___lanes at _____ ft.ea.	___lanes of _____ ft.ea.
Shoulder of _____ feet	Shoulder of _____ feet

Explanation, if necessary _____

(3) Surface---

	At present:	After completion:
Type of surface on traveled way:		
on approaches	_____	_____
at crossing	_____	_____
Type of surface on shoulders:	_____	_____
Condition of surface:		
on approaches	_____	_____
at crossing	_____	_____
Is the highway curbed on the approaches?	_____	_____

(4) Gradient---

	At present:	After completion:
_____ (N/S/E/W) approach:	_____ %	_____ %
_____ approach:	_____ %	_____ %

(5) Nearest highway intersection on each approach---

_____ (N/S/E/W) approach:	_____ ft	_____ ft
_____ approach:	_____ ft	_____ ft

b. The Railroad

(1) Number of tracks--- _____ _____

Note: If any track is separated by more than 200 feet from the nearest adjacent track in either direction, there is more than one crossing involved.

(2) Angle of crossing--- _____ ° _____ °

If more than one track-highway angle exists, please detail the angles, track by track, below:

_____

(3) Alignment---Describe the alignment of the railroad track(s) for 1000 feet in each direction, both before and after the project:

_____

_____

_____

(4) Nearest switch---

	At present:	After completion:
_____ (N/S/E/W) of crossing:	_____ ft	_____ ft
_____ of crossing:	_____ ft	_____ ft

(5) Rail through crossing---

	At present:	After completion:
Weight of rail (lbs/yard):	_____	_____
Year installed:	_____	
Year manufactured:	_____	

If any rail renewal is to be done as part of this project, please give details below and include the number of compromise joints to be charged to the party or parties responsible for paying crossing construction costs: _____

_____

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume---

At present:_____; After completion:_____;

Expected 5 years after completion:_____.

(2) Speed of vehicles---

	At present:	Expected after completion:
500 ft from crossing on _____ approach: (N/S/E/W)	_____	_____
on _____ approach:	_____	_____
At crossing:	_____	_____
Posted speed limit on approaches:	_____	_____

(3) Direction of traffic flow: _____ _____

b. The Railroad

(1) Train movements--- (avg per day)	At present:	Expected after completion:
Freight trains:	6	6
Switching movements:	0	0
Passenger trains:	0	0

(2) Speed of trains---

Maximum allowable:	_____	_____
Typical:	_____	_____
Slowest normal:	_____	_____

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains---

From a "Safe Stopping Distance" (see table) on the	The motor vehicle operator can see along the railroad for
_____ approach: (N/S/E/W)	_____ ft to right; _____ ft to left.
_____ approach:	_____ ft to right; _____ ft to left.

If these sight distances will be improved on completion of the project, please detail the extent of the improvements below:

_____

_____

_____

Note: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 feet	35 mph	210 feet
15 mph	69 feet	40 mph	256 feet
20 mph	98 feet	45 mph	306 feet
25 mph	131 feet	50 mph	360 feet
30 mph	169 feet	55 mph	418 feet

b. Of the proposed protective devices---

Will vision of the protective devices to be installed at the crossing be obstructed from the view of a driver of an approaching vehicle on the main approach road within 1500 feet of the crossing? _____.

If yes, please explain by what and at what points it is (to be)

obstructed: _____

_____

_____

_____

14. List the number and types of protective devices to be installed at the crossing and on its approaches:

Note: TYPES OF DEVICES

Commissioner's Standard No. 1R, reflectorized crossbucks
Commissioner's Standard No. 1S, vehicle stop signs
Commissioner's Standard No. 2, flashing light signals with gongs
Commissioner's Standard No. 2B, cantilevered flashing lights with gongs
Commissioner's Standard No. 4, automatic gate signals
Commissioner's Standard No. 5, traffic signals
Standard advance warning signs
Standard advance warning pavement markers
Standard "stop ahead" signs

a. Protection type: _____

(1) Who will perform the installation? _____

_____

(2) Who will pay for said installation?

Name of Party	Percent of Cost
_____	_____
_____	_____
_____	_____

(3) Who will perform the maintenance? _____

(4) Who will pay for said maintenance?

Name of Party	Percent of Cost
_____	_____
_____	_____
_____	_____

b. Protection type: _____

(1) Who will perform the installation? _____

_____

(2) Who will pay for said installation?

Name of Party	Percent of Cost
_____	_____
_____	_____
_____	_____

(3) Who will perform the maintenance? _____

(4) Who will pay for said maintenance?

Name of Party	Percent of Cost
_____	_____
_____	_____
_____	_____

c. Protection type: _____

(1) Who will perform the installation? _____

_____

(2) Who will pay for said installation?

Name of Party	Percent of Cost

(3) Who will perform the maintenance? _____

(4) Who will pay for said maintenance?

Name of Party	Percent of Cost

15. Who will construct the crossing? _____

_____

Note: Construction costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, and crossing surface materials and installation.

16. Who will pay for such construction?

Name of Party	Percent of Cost

17. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

_____

b. Remainder of crossing area: _____

18. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof:

_____

b. Remainder of crossing area: _____

19. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track at the crossing should be covered in the answer.
Example: Main track--predictor units; Spur tracks--island circuits.)

_____

_____

_____

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms? ____ If so, describe the obstacles, identify the owner and make the owner a party of interest in this matter.

SECTION III. Separated Crossings

20. At the crossing, the highway will be above (above/below) the railroad tracks.

21. Who will construct the structure?

a. Oregon State Highway Division

b.

22. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon State Highway Division	89%
Deschutes County	11%

23. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies: Deschutes County

b. All highway appurtenances: Deschutes County

c. Above the bottom of the beams plus the beam-bearing assemblies: Deschutes County

d. Railroad tracks, railroad drainage and all railroad facilities: Burlington Northern Railroad

24. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies: Deschutes County

b. All highway appurtenances: Deschutes County

c. Above the bottom of the beams plus the beam-bearing assemblies: Deschutes County

d. Railroad tracks, railroad drainage and all railroad facilities: Burlington Northern Railroad

25. Who will pay for damage to the structure caused by motor vehicle traffic on the highway? ~~the owner of the structure~~ Deschutes County

26. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? Yes

If so, describe (and attach complete drawing): As shown on Drawing No. 30419.

27. Is a temporary crossing at grade necessary during the construction period? _____

If so, answer questions 11, 12, 13, 14, 15, and 16 in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: _____.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates, if possible.) _____

SECTION IV. -- PERMANENT CROSSING CLOSURE

28. Describe in detail the two most likely alternate routes available to serve the same function served by the crossing to be closed:

Route A: _____

Route B: _____

29. How much circuity is involved in the use of each of these two alternate routes as measured from the midpoint of the area served by the existing crossing to major destination points or junction points with the route presently used?

Example: Route A-- 1500' additional to reach points SE of existing crossing; -0- feet to reach points NE of existing crossing; 2800' additional to reach points directly E of existing crossing.

Route A: _____

Route B: _____

30. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing and approximately how much traffic will be added to it if the crossing closure is granted?

Route A: _____

_____

Route B: _____

_____

31. What protective devices are currently installed at the crossing to be closed?

_____

_____

32. Will a pedestrian and/or bicycle crossing be maintained at the site of the crossing to be closed? _____

33. Who will close the crossing? _____

34. Who will bear the expense of closing the crossing? _____

_____

35. Who will maintain the barricades, if any, at the closed crossing?

_____

_____

36. Who will pay for said maintenance? _____

_____

_____

SECTION V. -- (To be completed by all except those completing Section IV)

37. List all crossings located within one-half mile of the proposed or to be altered crossing and show how they are protected: None

_____

_____

_____

_____

38. Upon completion of this project, will it be possible to close any existing crossings in the area?

If yes, list and explain. No

If no, explain who not. There are none in the area.

39. Other items of construction and cost distribution:

Under "Things to be Done by the Railroad", they should, if necessary, remove their signal and communication lines, protect same during the construction period and replace in a permanent location upon completion of the construction.

Are the maps and drawings required by the Division IV Commissioner's Rules and Regulations attached to this application? Yes

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 12 day of March, 1921.

x J. R. Klabe
(Applicant)

Jno. L. Sellers
(Attorney)

I, J. R. Klabe, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

x J. R. Klabe

STATE OF OREGON }
County of } ss.

Subscribed and sworn to before me this 12th day of March, 1921.

Jno. L. Sellers
(Notary Public for Oregon)

My Commission Expires: 12-15-24

Form AX-1/74
Signature Page

SUNRIVER AREA
NORTHERN R.R.
GENERAL LOCATION
GREAT
SCALE: 1"=2000'
VICINITY MAP
TO KLAMATH FALLS
TO BEND
R.R. R/W
LODGEPOLE PINE
4225
NON-JAIME
LARGE SUNRIVER SIGN
TO DESCHUTES RIVER & HARPER RD. 1.3 MI.
SUNRIVER BUSINESS PARK SIGN
42+93.06 P.T.
SIGN
BARBED WIRE FENCE
Δ = 72° 59' 12"
D = 5.73°
Ts = 739.78'
MAP
SCALE: 1" = 100'
60
TBM
1236.35

$T_S = 739.$

MAP

SCALE: 1" = 100

TBM
1236.35

60

55

50

45

40

35

30

25

20

15

1200

Finish grade 12' Lt.

3VC

1.3

+6.27%

Subgrade

From Orig. Profile

GROUND LINE ℄

GROUND LINE 15' LT.

GROUND LINE 15' RT.

NOTE BOOK

NO.

46

47

48

R.R. R/W

R R/W

4225

245

Lodge Pole Pine

4225

4225

4225

Rd. R/W

Rd. R/W

RAILROAD WIRE FENCE (4-WIRE)

4225

4225

250

N 4°56' W

MAP

SCALE: 1" = 100'

TBM
4246.35

+75 254.39

P.I.

MAP

SCALE: 1" = 100'

TBM
4246.35

NE Corner of the New Northbound Exist. Bridge
Lt. Sta. 49+19

+75 254.39

P.I.

1.3

2.2

247.96

247.20

+63

+53

grade 12' Lt.

500' V.C.

2:1

2:1

℄

E.C.V.

Track Elev. 223.8

+78

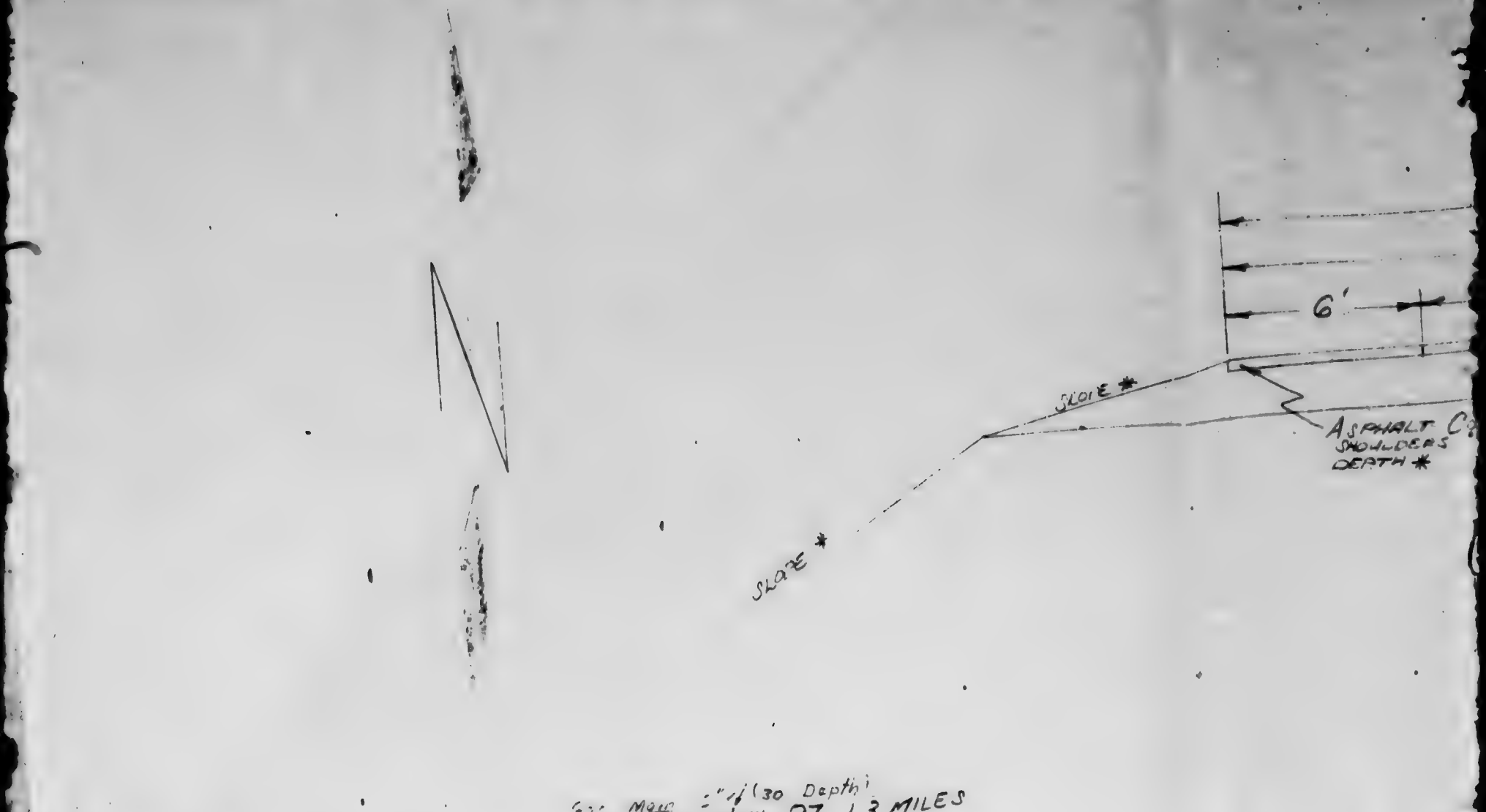
HIGHWAY PROFILE

SCALE: Hor.: 1" = 50'
Vert.: 1" = 5'

243

52

51



NE ¼ of SE ¼ of SEC. 5,
T. 20S., R. 11E., W. M.

NE ¼ of SE ¼ of Sec. 5,
T. 20 S., R. 11 E., W. M.

EVC

BVC

1.19 1/6 %

400' V.C.

248.73

P.I. 100

ORIGINAL SURVEY

NOTE BOOK

Elev 4225.27

Elev 4225.13

Elev 4224.97

Elev 4224.81

Elev 4224.70

Elev 4224.56

Elev 4224.40

Elev 4224.24

Elev 4224.09

244

245

246

247

RAILROAD PROFILE AL

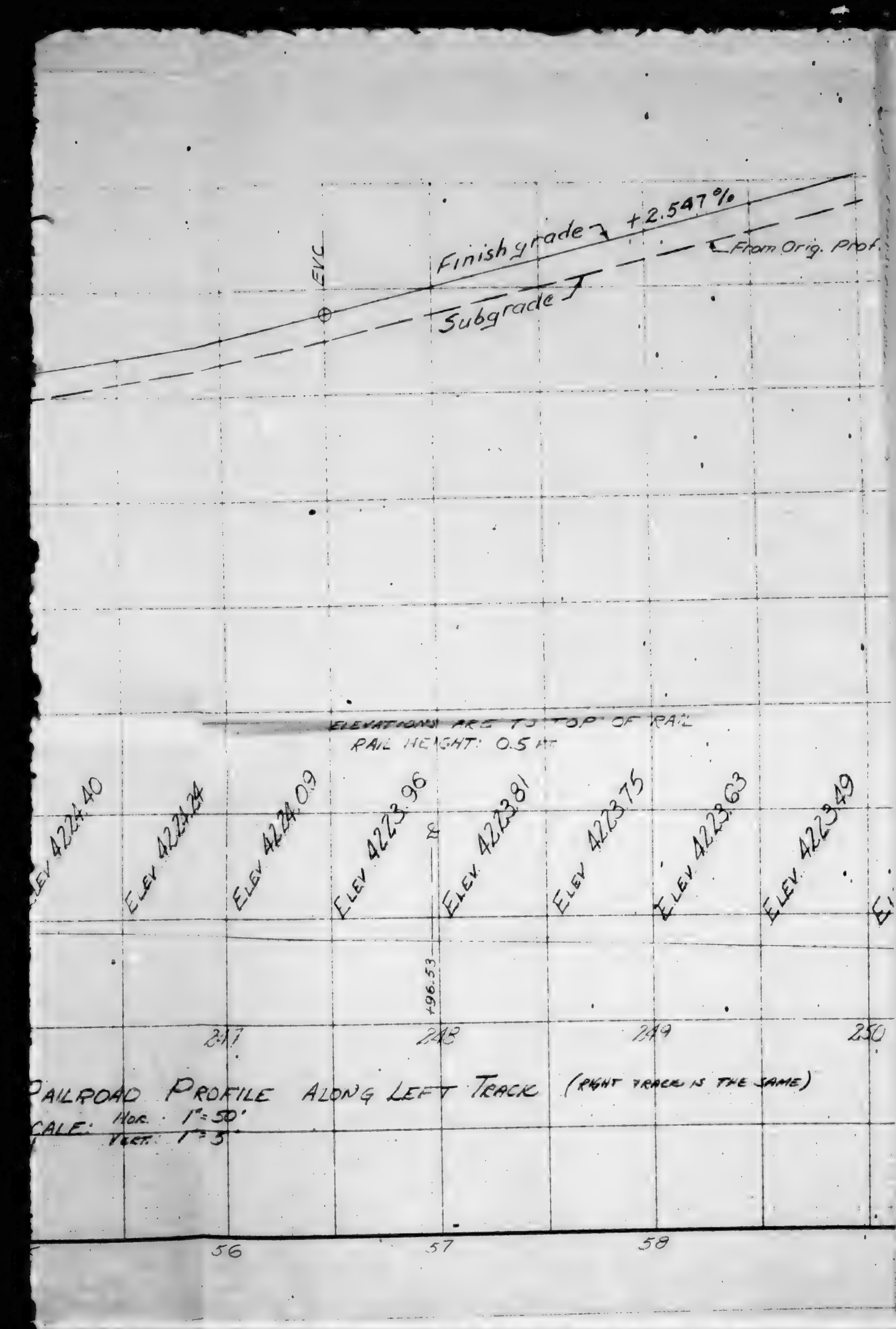
SCALE: HOR. 1" = 50'
VERT. 1" = 5'

53

54

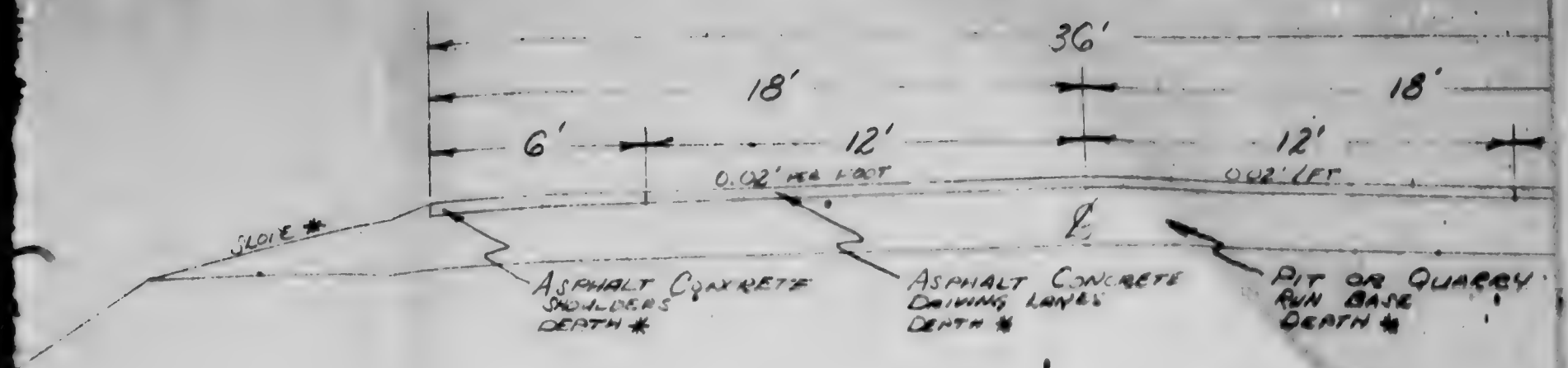
55

56



RAILROAD PROFILE ALONG LEFT TRACK (RIGHT TRACK IS THE SAME)

SCALE: HOR. 1"=50'
VERT. 1"=5'



TYPICAL ROADWAY SECT

*(DESIGN INCOMPLETE AS SHOWN)

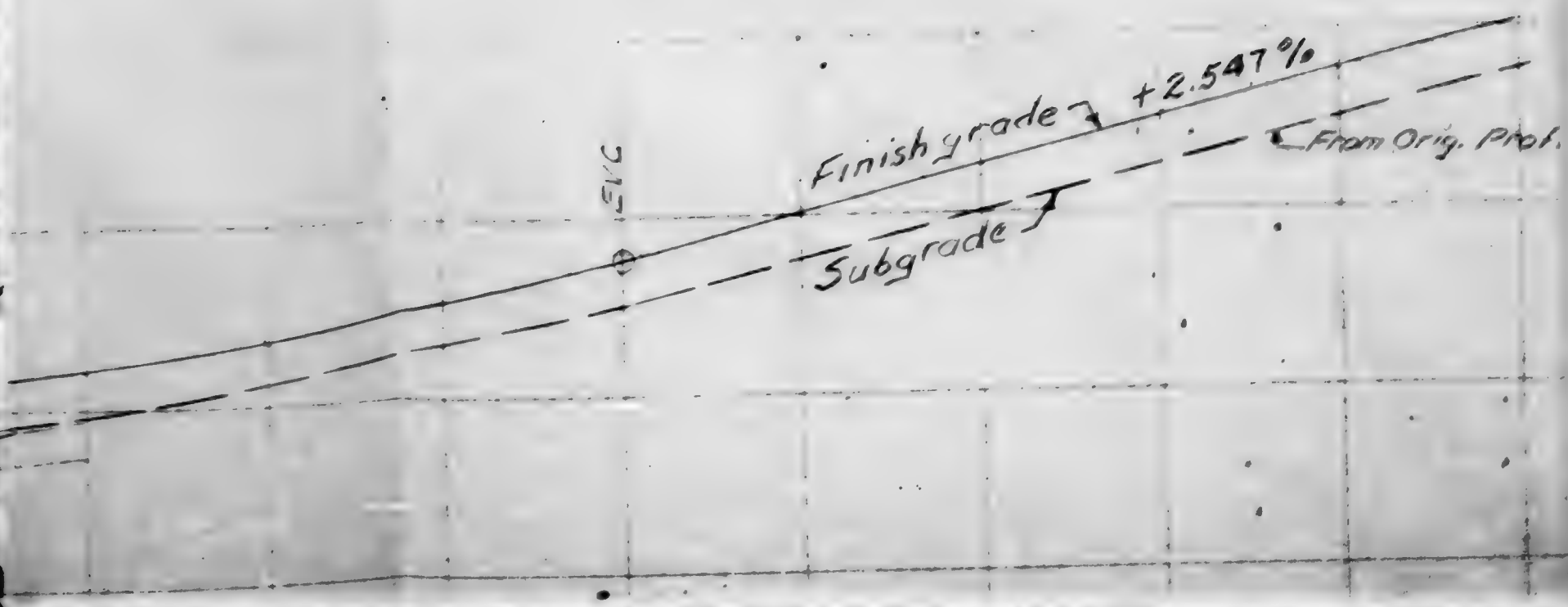
([illegible] BY COUNTY)

MILES

SLOPE [illegible]

TYPICAL [illegible] SECTION

EC. 5,
W. M.



Elev. 4228.76

Elev. 4228.84

Elev. 4228.87

Elev. 4222.82

Elev. 4223.09

Elev. 4223.28

Elev. 4223.35

Elev. 4225.27

ORIGINAL SURVEY

NOTE BOOK

EVC

BVC

Dwg # 30300

B. # 1618

B.N.R.R. OVERCROSSING (C.P. ABBOT) BRIDGE
FAS 900
DESCHUTES COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS	SHEET No.
10	OREGON			See Index	

6'

SLOPE *

SLOPE *

ION

4:1

SL. VARIABLE

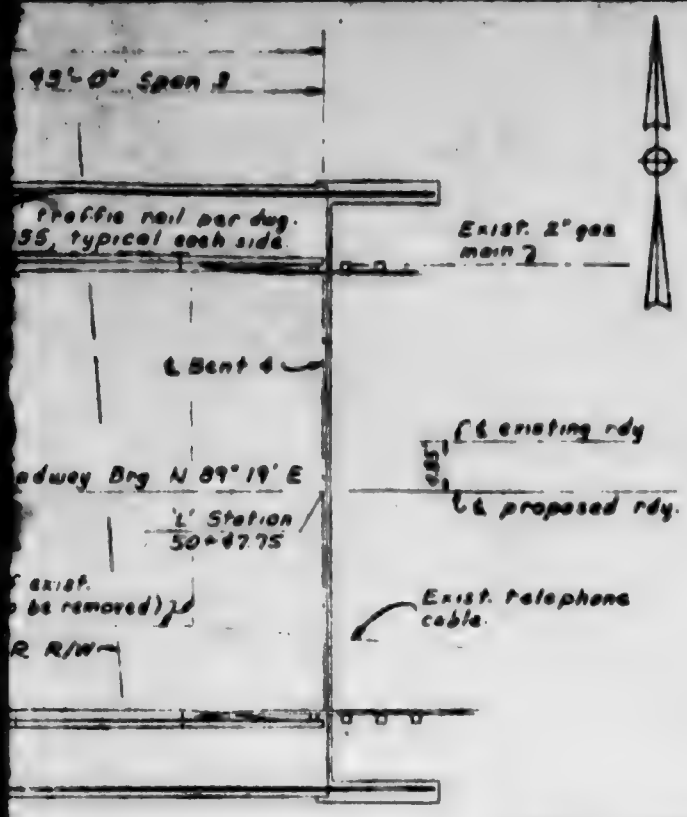
SL. 1½:1

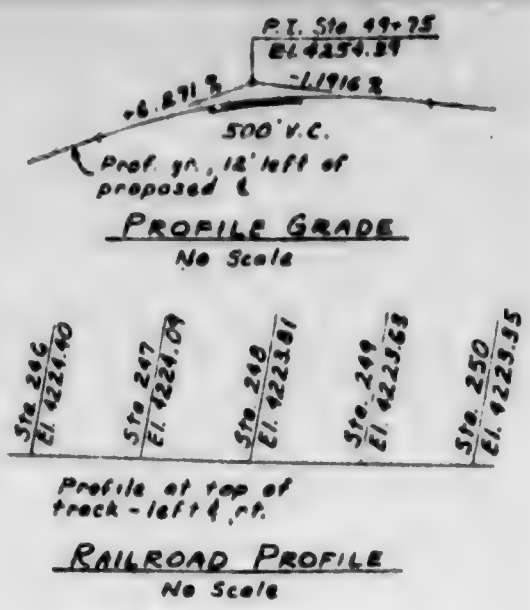
FINAL SURVEY

NOTE OF CH

EWC

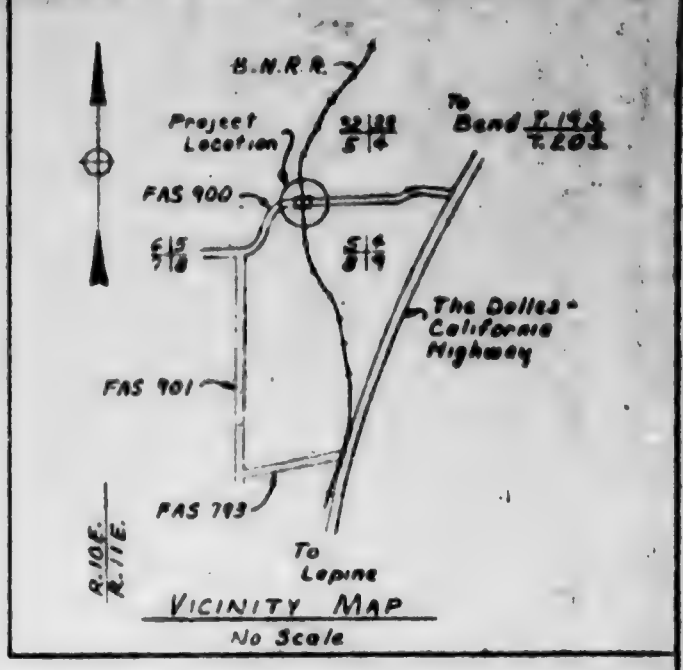
BKC





PROFILE GRADE
No Scale

RAILROAD PROFILE
No Scale



VICINITY MAP
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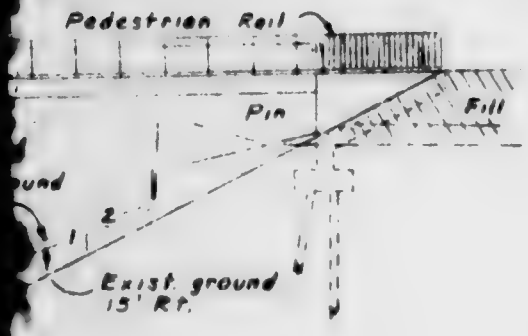
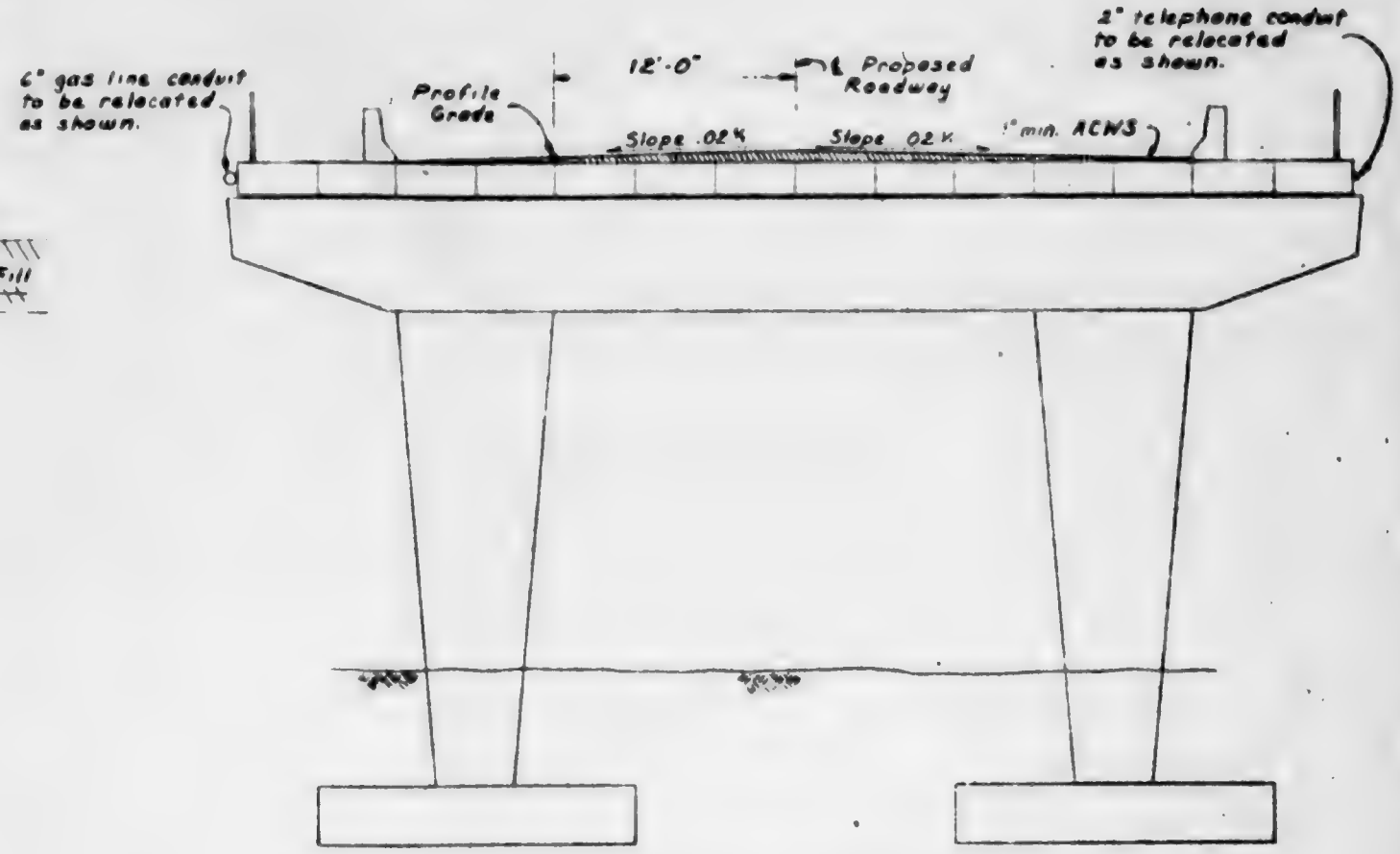
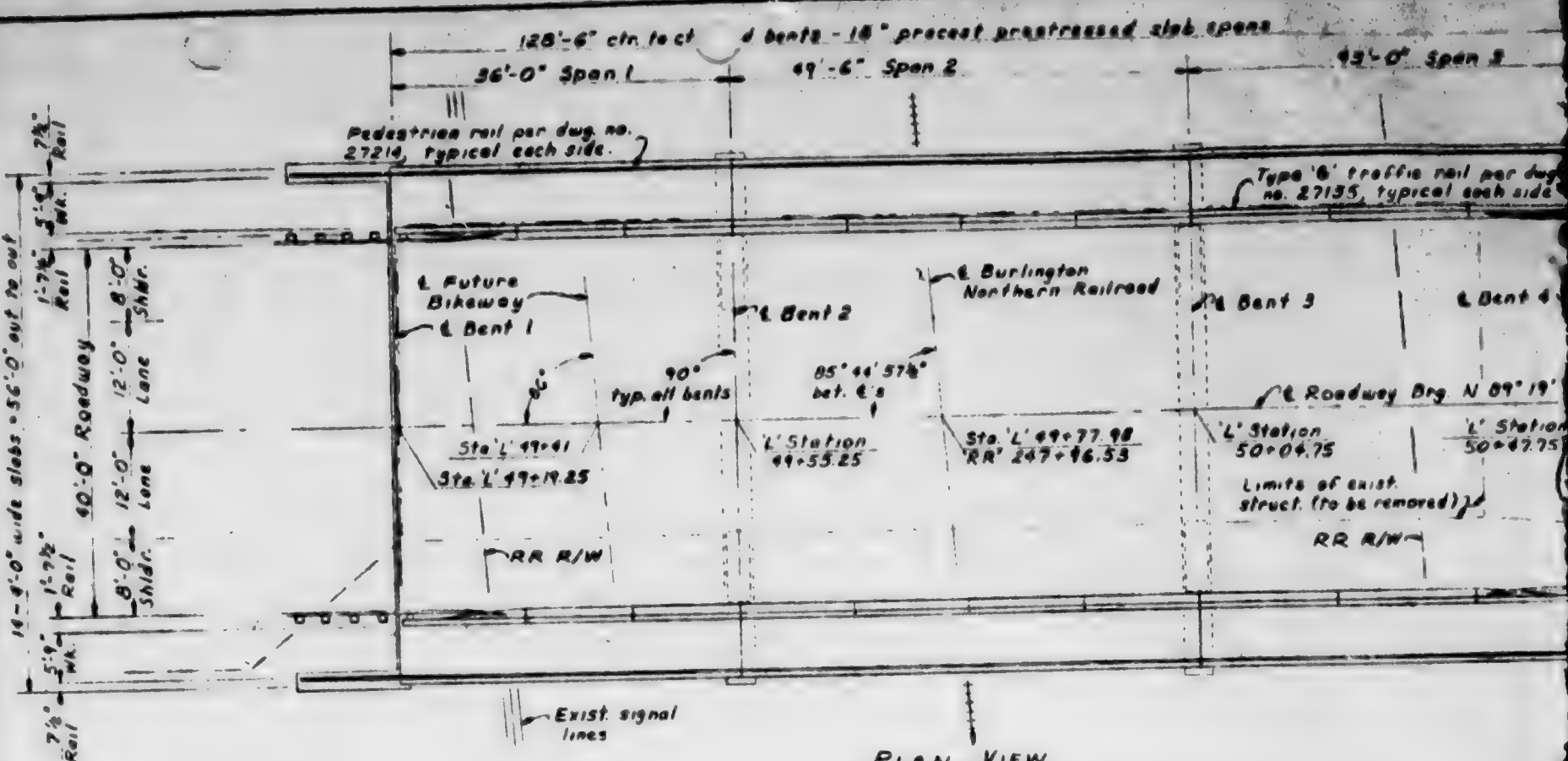




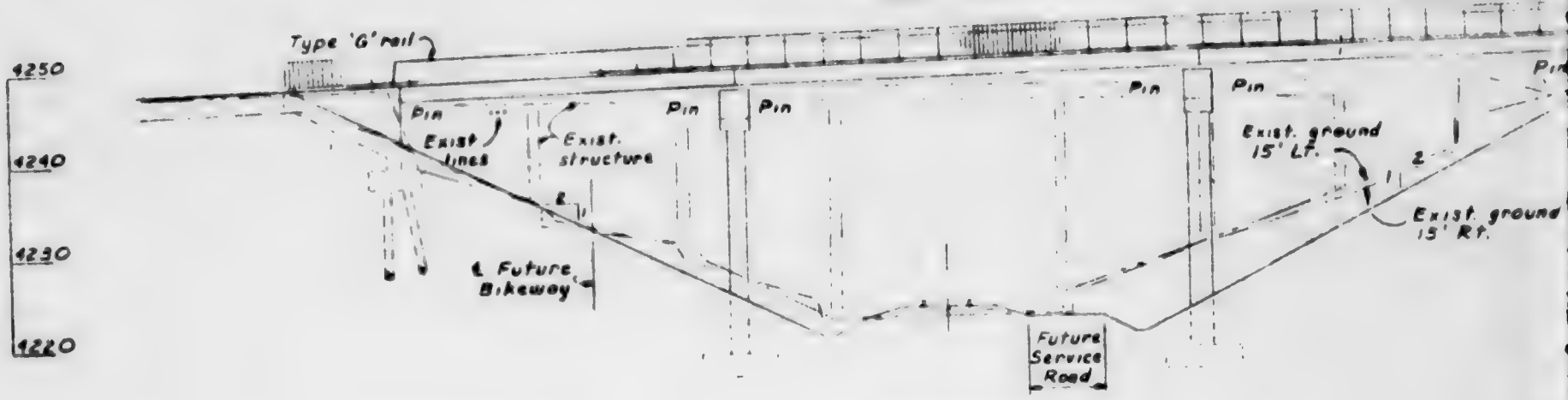
TYPICAL SECTION
Scale 1/16" = 1'-0"

NE ¼ of SE ¼ of Sec. 5
T. 20 S., R. 11 E., W. M.

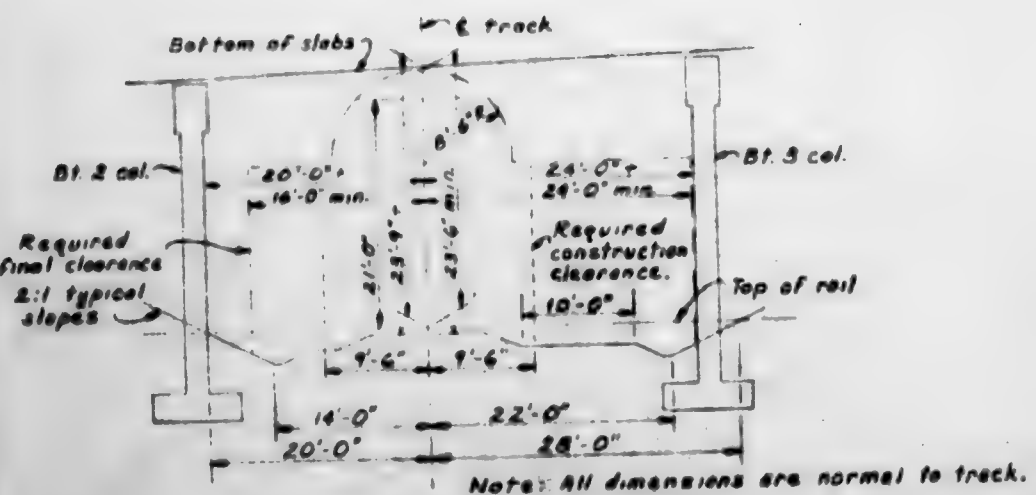
APPROVED:	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
BRIDGE ENGINEER	B.N.R.R. O'XING (CAMP ABBOT) BRIDGE CAMP ABBOT SECTION FAS 900 DESCHUTES CO.
ASST. STATE HIGHWAY ENGINEER	PLAN & ELEVATION
DESIGNED P.R. DRAWN P.R. CHECKED CAL. CHECK	DATE 8-18-75 BRIDGE NO. 16181 ACCOMPANIED BY SHEET 1 OF 1 DRAWING NO. 30419



PLAN VIEW
Scale 1"=10'



ELEVATION
Scale 1"=10'



Note: All dimensions are normal to track.

RAILROAD CLEARANCES
Scale 1"=10'-0"

FAS 900
Deschutes

Robert W. Straub

March 11, 1975

Mr. Charles L. Plummer
Roadmaster
Deschutes County
Courthouse
Bend, Oregon 97701

Re: Burlington Northern Railroad Crossing
(Camp Abbot) Bridge Section, FAS 900
Deschutes County

Dear Mr. Plummer:

Two copies of the preliminary plans, drawings No. 30300 and 30412, for the above-mentioned project are enclosed. The structure is to be approximately 147 feet long, 56 feet out-to-out, and is estimated to cost approximately $280,000. Should the bridge cost the estimated amount, the county will need to have a two-year advance on their FAS funds.

The increased width and length of the structure will require the right-of-way to be increased to 60 feet on each side of the new center line east of the railroad and 40 feet on each side of the west side of the railroad.

I wish to bring to your attention that the bridge has been extended an additional 13 feet to accommodate an 8-foot bikeway under the bridge running parallel to the railroad track.

If these plans meet with your approval, please have the Commissioners sign them and return one signed copy to this office.

Very truly yours,

Robert H. Prange
Rural Engineer
County-City Unit

HR:scr

Enclosure

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

PROJECT RIGHT-OF-WAY ACQUISITION
NOTIFICATION

3-7-75

The following project has been requested by a local government agency. This project will involve Federal Aid Highway Funds and the acquisition of right-of-way.

Section: Burlington Northern Railroad

(Camp Abbot Bridge)

Project Federal Aid Number: FAS 900

Applicant: Deschutes County

Contact: Charles Plummer

Federal Aid Funds: FAS X FAUS ____ Other ____

Date Project Approved by Trans. Comm.: ____

State to: ___ Review applicant's right-of-way acquisition program, or

___ Acquire right-of-way in behalf of applicant, or

X Not determined (contact applicant)

Remarks: ____

Robert H. Prange, Rural Engineer
County-City Unit

March 7, 1975
Date

RHP:scr

cc: Right-of-Way Engineer
Region 4 Engineer
Region 4 Federal Aid Engineer
Region 4 Right-of-Way Supervisor
FHWA Right-of-Way Officer

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ QE ☐ RE ☐ RPE ☐

2/18/75

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 7, 1975

Salem, Oregon

FILE: Br. 16181

FROM: L. L. Wallace
Bridge Design Engineer

TO: Mr. Don Harwell
County-City Engineer

Attention Harold Reynoldson

SUBJECT:

Burlington Northern RR Oxing
(Camp Abbot) Br. Sec.
FAS 900
Deschutes Co.

Enclosed are three prints of Drawings Nos. 30412 and 30300, the preliminary plan and elevation drawing and vicinity map for the subject structure. The preliminary estimate for the structure is $277,000 which includes a 25% allowance for engineering and contingencies. It is our understanding that Sun River Properties, Inc. has a permit with the Railroad for a bikeway on their right-of-way. The bikeway will cross under the structure at the approximate location shown by Drawing 30412. To accommodate this bikeway an additional 13 feet of structure length was added at a cost of approximately $20,000. County approval should be obtained for this item.

To prevent a work schedule conflict between County and the bridge contractor, excavation within bridge limits should be done by the bridge contractor.

Total right-of-way width of 60 feet each side of the new centerline of roadway will be required on the east end of bridge to accommodate fill slopes, and a width of 35 feet each side of the new centerline will be required on the west end of the structure.

The present ADT is 400.

JA/ag
Encls.

cc FHWA w/2 attachs. (Foundation Report will be forwarded when available.) -Please return one copy with your approval or comments noted thereon.

C. Williams w/2 attachs. - Please return one copy with your approval or comments noted thereon.

J. Chidsey w/5 attachs.

RECEIVED
COUNTY & CITY SECTION
MAR 10 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FAS 900
Deschutes Co

FORM E-80 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 5, 1975

To: C. M. Williams
Regional Engineer

SUBJECT: Camp Abbot Bridge
S. Century Drive, FAS 900
Deschutes County

Attention: Ed Nellsen
Regional Design Engineer

Herewith grade line for your consideration as requested by your letter of January 30. You will note that vertical curve is rather acute but will give stopping sight distance of 40 MPH ($K=\frac{L}{A}=\frac{500}{7.5}=67$ AASHTO). Substantial improvement of sight distance would become excessively costly and obtrusive in the local environment.

This has been discussed with FHWA area personnel. Bridge Section is currently working on design. Typical section is being discussed with Deschutes County and is not fixed at this writing.

Please take appropriate action.

George Wills
Location Field Engineer

Att.

GCW:mc

cc Harold Reynoldson

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
MAR - 6 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

FAS 900
Desch

MEMORANDUM TO FILES

February 18, 1975

RE: Burlington Northern Railroad Crossing (Camp Abbott) Bridge Section
FAS 900
Deschutes County

FROM: Robert H. Prange
Rural Engineer
County-City Unit

Our contract on this section will only be for the structure which is to have a 40-foot clear roadway with a 5-foot sidewalk on each side. The County will construct the approaches and connections.

HR:scr

cc: Walt Hart
J. H. Versteeg
Carl Williams, Region 4 Engineer
Charles Plummer, Deschutes County
Victor D. Wolfe

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

1309

PRO 4-3

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE February 4, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
Burlington Northern Railroad O'xing
(Camp Abbot Bridge) Section
S. Century Drive
Deschutes County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
G. N. Hopkins
D. E. Swan
B. L. Gifford
Region 4 (C. M. Williams)
District 10 (R. L. Lammert)

APPROVED
E. S. Hunter
Date 2-5-75

RECEIVED
FEB 4 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

2-5-75
ORIGINAL TO
L. W. Rulien
w/att.

0309

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project RS-434(-)
Burlington Northern Railroad O'xing
(Camp Abbot Bridge) Section
S. Century Drive, Deschutes County
Project Assessment

DATE: January 21, 1975

In reply refer to: 1041DB.4

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Project Management Engineer

The subject project assessment has been reviewed. We concur in your finding that the project constitutes a non-major action. We are returning one copy of the project assessment.

NOTED
E. S. HUNTER

William H Kappus
for G. L. Green

Attachment
Project Assessment

cc:
OSHD (G Potter)

RECEIVED
STATE HWY ENG.
JAN 28 '75
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act
4

Cy acj

1-28-75
Rulien - Please handle.

1-28-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
JAN 28 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date December 20, 1974

A. PROJECT IDENTIFICATION RS-434 (-)

Name of Project Burlington Northern Railroad overcrossing (Camp Abbot bridge)
(Section)

Location of Project S. Century Drive
(Highway Name) (Highway No., US - ORE)

(City) Deschutes (County) 4 (Region)

Program FAS - C 200,000
(Funding) (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Remove Existing Structure. Construct a reinforced concrete structure, grade approaches, and install guardrail

Origin and History: Existing structure was built by the Army Engineers during the construction of Camp Abbot (1940)

C. DESCRIPTION OF PROJECT

Length 300 foot (including bridge approaches)

Termini One mile west of Hwy US 97 on south Century Drive

Alignment [X] New [X] Existing [ ] Combined

4.85 feet south of present alignment

CATEGORY 3 PROJECT
NON-MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) N/A (Bridge & approaches)

Typical Section 2 travel lanes and 6 foot shoulders.

Structures 36 feet roadway width and 5 foot sidewalk on one side.

Characteristics (ADT) Present ADT is 400 and is expected to rise

Other General Information (or Supplemental information to items)

Present wood structure is unsuitable for heavy loads.

County is planning timber sales west of Sun River. This road would be the logical log haul route.

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

None

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [X] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [X] Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

The topography in this part of the High Lava Plains is gently rolling. There are no permanent or intermittent streams in the immediate vicinity of the project. The soils are composed mainly of pumice (probably from nearby Newberry Crater), underlain by young basaltic lavas. The areais densely forested, with Ponderosa and Lodgepole pines the dominant trees, bitterbrush the understory, and mixed grasses on the forest floor. The average annual precipitation is 14-15 inches. The January mean minimum temperature is approximately 19.4 degrees, while the July mean maximum is 82.4 degrees.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

The land surrounding the proposed project is undeveloped at present. The recreational community of Sun River lies just to the west, however, and a small business park is planned along Century Drive about 200 yards to the west of the bridge. The air, as expected, is clean and pure, and noise levels are very low. There is no industrial or agricultural pollution in the area. The general area is attractive to vacationers because of its natural forested beauty. There are no irrigation facilities involved in this project, but telephone and natural gas lines are adjacent to the existing bridge. Space will be provided for them on the new bridge, at no cost to the utilities.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. **Estimated Right-of-Way Requirements:**

None

Consequences:

N/A

2. **Estimated Changes in Traffic Patterns:**

None

Consequences:

N/A

3. **Estimated Changes in Land Use:**

None

Consequences:

N/A

4. **Expected Adverse Effects on Natural Ecological Resources:**

None

Consequences:

N/A

5. **Expected Adverse Effects on Cultural and Scenic Resources:**

None

Consequences:

N/A

6. **Preliminary Identification of Areas of Critical Environmental Concern:**

None

7. **Potential for Controversial Issues:**

None

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION - No involvement is required.

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

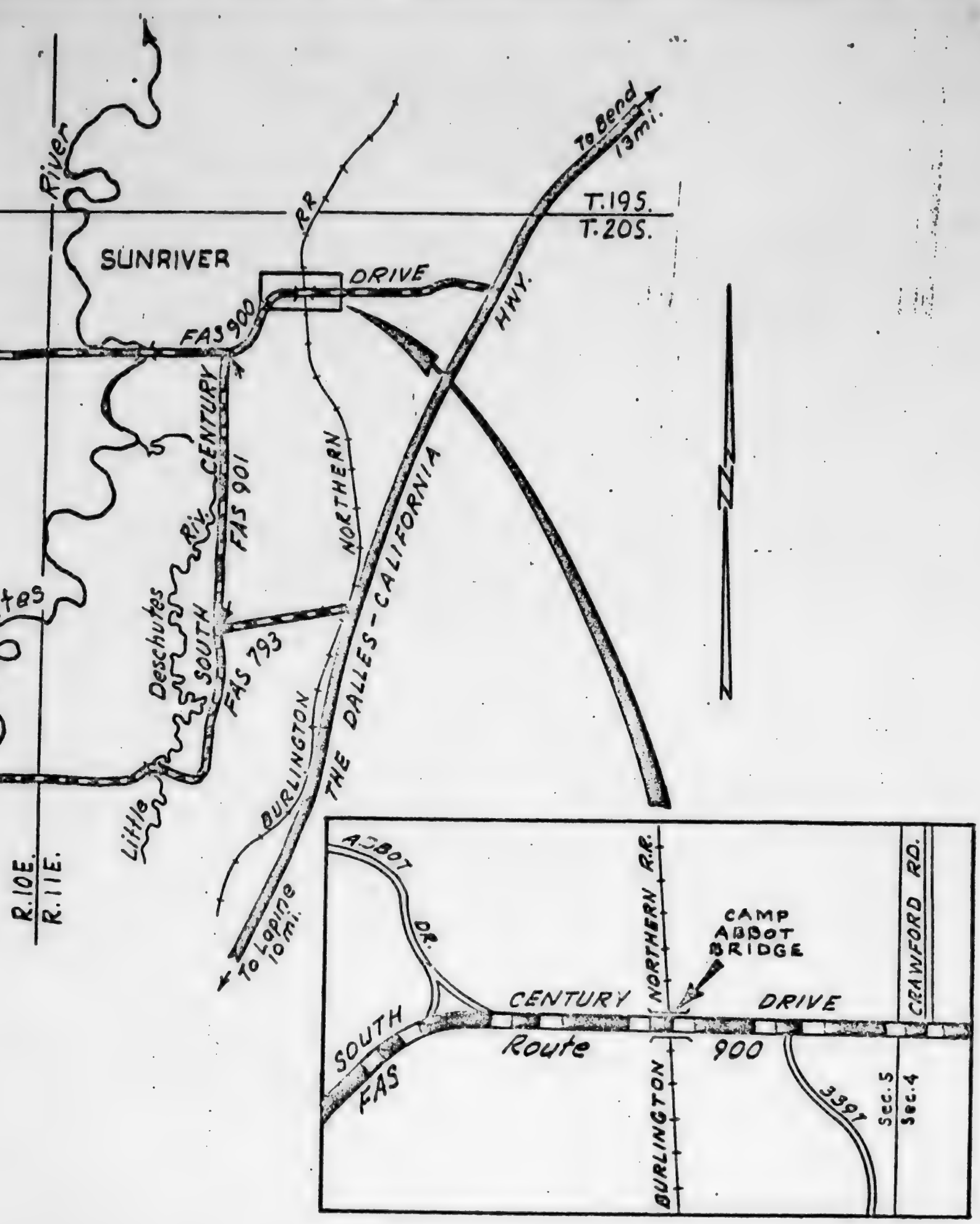
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

- ☐ Draft EIS
- ☐ Final EIS
- ☐ Supplemental Draft EIS
- ☐ Supplemental Final EIS
- ☐ Section 4(f)
- ☐ Negative Declaration
- ☐ State-Wide Negative Declaration
- ☐ Other _____

According to Chpater I of Title 23 CFR, Part 771, this project is deemed a non-major action.



BURLINGTON NORTHERN R.R. O'XING (CAMP ABBOT BR.) SECT.

SOUTH CENTURY DRIVE

FAS 900

DESCHUTES COUNTY

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC 17

Bend, Oregon 97701
January 14, 1975

FROM: Robert A. Sandmann
Regional Construction Engineer

TO: Victor D. Wolfe
Location Engineer
SALEM

SUBJECT: Burlington Northern RR O'Xing
(Camp Abbot) Bridge
S. Century Drive, FAS 900
Deschutes County
Prefix 509-1465

Herewith field data as listed in Resident Engineer's transmittal letter on subject project.

The County has requested that the proposed structure be a single span with closed abutments as close to the railroad tracks as possible. Subject to clearance requirements, the County would also prefer the grade line to be as close as possible to existing, and for that reason, want to be advised as soon as possible what the design grade line will be.

RAS:mr

enclosure

cc: W. W. Robertson

Returned to
Carstensen
1/21/75
MR

Burlington Northern Railroad
Overcrossing (Camp Abbot) Bridge
S. Century Drive FAS 900
Deschutes County
Prefix 509-1465

NARRATIVE REPORT

This is a location survey for the construction of an overcrossing of the Burlington Northern Railroad tracks on South Century Drive in Deschutes County. The authorization for survey stipulates a Reinforced Concrete Closed Abutment Pre-stressed Concrete Slab Bridge the design of which would logically be performed by the Bridge section. Accordingly this survey is limited to the approaches, utilities, etc.

The proposed alignment has been established by a private surveyor in the employ of Deschutes County and is located approximately 4.85' southerly of present alignment.

A 2" gas main (Cascade Natural Gas Co) encased in a 6" conduit is attached to the northerly side of the existing structure. Also a telephone direct burial cable encased in a 2" conduit is attached to the southerly side of the existing structure. (Pacific Northwest Bell)

The typical roadway section provides for two 12' travel lanes and 6' shoulders for a total finish width of 36'. Surfacing will consist of aggregate base and asphalt concrete wearing course. The structure typical section will have 36' finish width plus a 5' walkway on one side (p referably the northerly). All materials, except the structure, will be furnished by the County. The aggregate base is to be placed as a part of the contract and the county will accomplish the paving and detour.

It should be noted that Burlington Northern Railroad specifies that vertical clearance over their tracks shall be not less than 23.5'.

Drifting of snow under the structure could be a problem to the R.R. however the existing facility apparently has not caused serious problems in this area.

The handeling of traffic will be a major concern during construction. The detour will be constructed by Deschutes County therefor is not included in this survey.

Right of Way negociations are being conducted by Deschutes County and are incomplete as of this date (Jan 14, 1975).

It is recommended that Deschutes County be advised, at the earliest moment, what the finish structure grades will be in order that the roadway grades can be calculated. The roadway earthwork immediately adjacent to the structure is to be a part of the contract. The County will re-construct the road and place the finish surfacing.

The existing concrete abutments possibly could be utilized however additional information may be required. It is the opinion of this office that they will not be used.

H H Robertson

8309

1-7-75 ENJ

509-1NCS 15

LOCATION PROSPECTUS

B & N RAILROAD OVERCROSSING (CAMP ABBOT) BRIDGE
FAS 900
DESCHUTES COUNTY

HIGHWAY:	South Century Drive, FAS 900
TERMINI:	One mile west of Highway 97 on South Century Drive.
LENGTH:	300 feet (including bridge approaches).
NARRATIVE:	The purpose of this survey is to obtain the field data for the design and construction of a 36x120-foot reinforced concrete closed abutment prestressed concrete slab bridge. The design will provide for one 5-foot sidewalk, guard rails and for the grading of the approaches. A soils investigation will be made for the structure. An economic analysis has not been made. There is an airport 1-1/4 mile to the west of the proposed project which has one north-south paved runway approximately 4500 feet in length. This is a County Road FAS-C project request.
CHARACTERISTICS:	The present ADT is 400 and is expected to rise. The proposed alignment is 4.85 feet south of the present alignment.
STANDARDS:	No deviations are anticipated.
TYPICAL SECTION:	Two 12-foot lanes with 6-foot shoulders.
BRIDGE:	36-foot horizontal clearance with 5-foot sidewalk.
ACCESS:	Control by Deschutes County.
MATERIALS:	Prospective material source for the cinder borrow in Section 3, Township 20, Range 11, WM.
ADDITIONAL FACILITIES:	Cascade Natural Gas on the north side, Pacific Northwest Bell on the south side.
AGREEMENTS:	Agreement with Deschutes County will be required.
HEARINGS:	A PUC hearing will be required.
PARKS:	None affected.

RECEIVED
JAN 10 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

January 7, 1974

cc FHWA (3)
A. E. Johnson
E. S. Hunter
R. L. Schroeder
J. B. Boyd (3)
L. E. George
W. J. Hart (3)
C. T. Keasey
D. H. Moehring
L. W. Rulien
J. H. Versteeg
V. D. Wolfe
Carl Williams (6)
J. M. Cartwright (3)
H. S. Cox (2)
B. L. Gifford
Gary Potter (4)
A. D. Olson
R. E. Olson
J. A. Rowland
D. E. Swan
R. E. Royer
C. G. Swenson
F. E. Terpin
F. W. Yarbrough (3)

Form [illegible]

900 - Dead

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section B. N. R. R. overcrossing(Camp Abbot)Bridge

Highway South Century Drive FAS 900

County Deschutes

Date November 26, 1974

Authorization No. 1

Survey Prefix 509-1965 (Assigned by Salem office)

Description of termini, route, length, etc.:

One mile West of Hwy. #97 on Century Drive.

RECEIVED
COUNTY & CITY SECTION
DEC 2 1 1974
☐ ENGR. ☑ COOR. ☑ GE ☒ AE ■ UE
☒ UPE ☐ CE ☒ RE ☒ RPE ☐

Purpose of survey: To obtain field datum for the design of a Reinforced Concrete closed Abutment Pre-Stressed Concrete Slab Bridge.

Estimate of cost:

Field	(901)	$ 2,000	Soils	(910)	500
Specifications	(921)	500	Environmental	(923)	500
Foundation Expl.	(926)	2,500	Loc. Studies	(918)	250
Plans	(905)	500			
Bridge	(906)	8,500			
~~Liaison~~	~~(915)~~	~~500~~			
Utilities	(914)	500			

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 15,750

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by: H. K. Robertson — Field Engineer

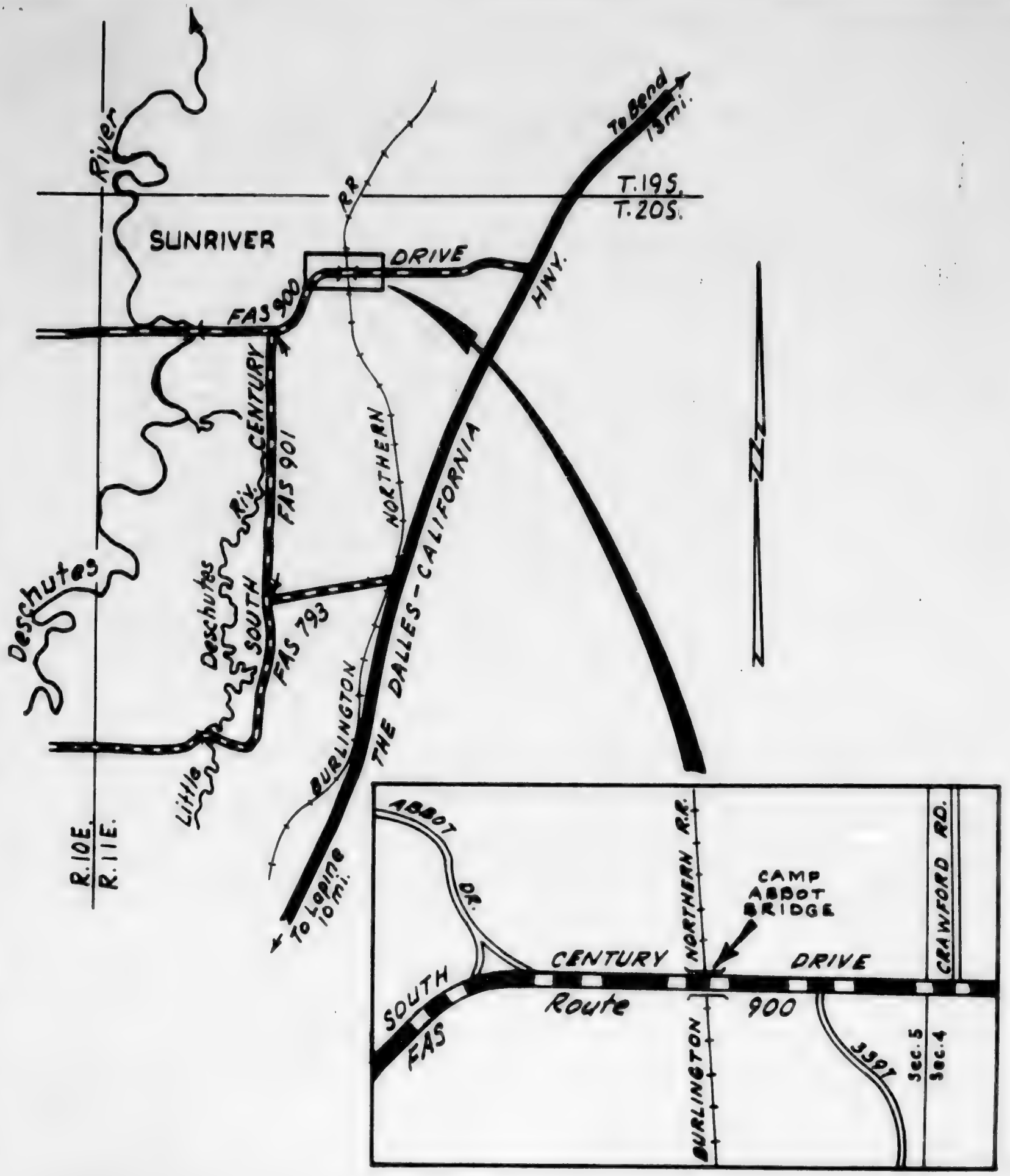
Recommended for Approval: Robert A. Kapsimalis — Division Engineer

Recommended for Approval: Location — Walter D. Wolfe, XXXXX — Construction Engineer

Approved: Ass't — E. Johnson — State Highway Engineer

State Printing 14020

OFFICE ENGINEERING SECTION
P. E. APPR. .....
FED. AID ..... STATE .....



BURLINGTON NORTHERN R.R. O'XING [CAMP ABBOT BR.] SECT.

SOUTH CENTURY DRIVE

FAS 900

DESCHUTES COUNTY

9309

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 5, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO Executive Department
Federal Aid Coordination Unit

Central Oregon Intergovernmental
Council
1101 W. Highland
Redmond, OR 97756

FROM L. W. Rulien
Project Management Engineer

SUBJECT Notice of Intent for FAS Funds
State Administrative Dist. No. 10
Burlington Northern Railroad
Overcrossing (Camp Abbot) Bridge
Deschutes County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices in Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be October 15, 1974.

Attachment

BLG:dc

cc: G. L. Green, FHWA
R. L. Schroeder
J. B. Boyd
J. H. Versteeg
H. S. Cox
D. E. Swan
W. J. Hart
E. S. Hunter
Victor D. Wolfe
R. E. Royer
G. A. Potter
B. L. Gifford
R. L. Lammert
Carl M. Williams

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	[1-8] PNRS #	[9] CARD TYPE:	Page One

02 [12] APPLICANT: Oregon State Highway Division [45] | [46] DIVISION: Dept. of Transportation [79]

03 [12] APPLICANT ADDRESS STREET: State Highway Building [45] | [46] CITY: Salem [60] | [76] ZIP: 97310 [80]

04 [12] CONTACT PERSON: L. W. Rulien [45] | [46] AREA CODE [48]: 503 | [49] PHONE [55]: 378 | [56] EXTENSION [59]: 6563

01 [12] PROJECT TITLE: Burlington Northern Railroad Overcrossing (Camp Abbot) Br. District 10 [71]

11 [12] PROJECT LOCATION CITY: FAS 900 [45] | [46] PROJECT LOCATION COUNTY: Deschutes [79]

05 [12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY) [71]

06 [12] Construct a reinforced concrete structure with a 36-foot roadway and 5-foot sidewalks. Contractor will construct structure, grade approaches and install [71]

07 [12] guardrail. State will perform all preliminary and construction engineering, and make PUC [71]

08 [12] application. County will close the road, construct and maintain detour, and place leveling [71]

09 [12] course and bituminous surface on approaches. Utility lines (gas and telephone) will be attached to structure. [71]

10 [12] No additional right-of-way will be required; a hearing will not be necessary. [71]

12

[12] (A) FEDERAL FUNDS Grant [19]	[20] (B) Other [27]	[28] (C) NON-FEDERAL MATCHING FUNDS State [35]	[36] (D) Local [43]	[44] (E) OTHER FUNDS [51]	[52] (F) TOTAL FUNDS [60]
156,000		22,000	22,000		200,000

13 [12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45] | [46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79]

14 [12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71]

15 [12] FEDERAL AGENCY NAME: US Dept. of Transportation [45] | [46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration [79]

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE Yes	STATE No	REGIONAL Yes	REGIONAL No	LOCAL Yes	LOCAL No
[X] 29	[ ] 30	[ ] 31	[ ] 32	[ ] 33	[ ] 34

(See IV, Page 2)

(D) REVIEW REQUIRED by A-95 Yes [X] 35 No [ ] 36

(E) ENVIRONMENTAL IMPACT Yes [ ] 37 No [X] 38

(F) HOUSING RELOCATION REQUIRED Yes [ ] 39 No [X] 40

(G) ESTIMATED APPLICATION FILING DATE: [41] MONTH [42]: October | [43] DAY [44]: 15 | [45] YEAR [46]: 1974

ADDI. NAL INFORMATION – ALL APPLIC. TS

FEDERAL CATALOG NUMBER
(OR PUBLIC LAW NO. AND TITLE) 20.205 Highway Planning & Construction

HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: September 5, 1974

HAS FUNDING AGENCY BEEN NOTIFIED? No ☒ Yes ☐ Date: September 5, 1974

IF PROJECT INCLUDES STATE
FUNDS (12C), IDENTIFY AGENCY State Highway Division

LIST PERTINENT PLANNING DOCUMENTS
OR PROJECT STUDIES (See 17C) Federal Aid Secondary Road Program

EXPLAIN DEVIATIONS (IF ANY)
FROM PERTINENT PLAN

(a) Federal Congressional District(s) Number(s) 2
(b) State Representative District(s) Number(s) 54
(c) State Senatorial District(s) Number(s) 27

STATE AGENCIES ONLY

(a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

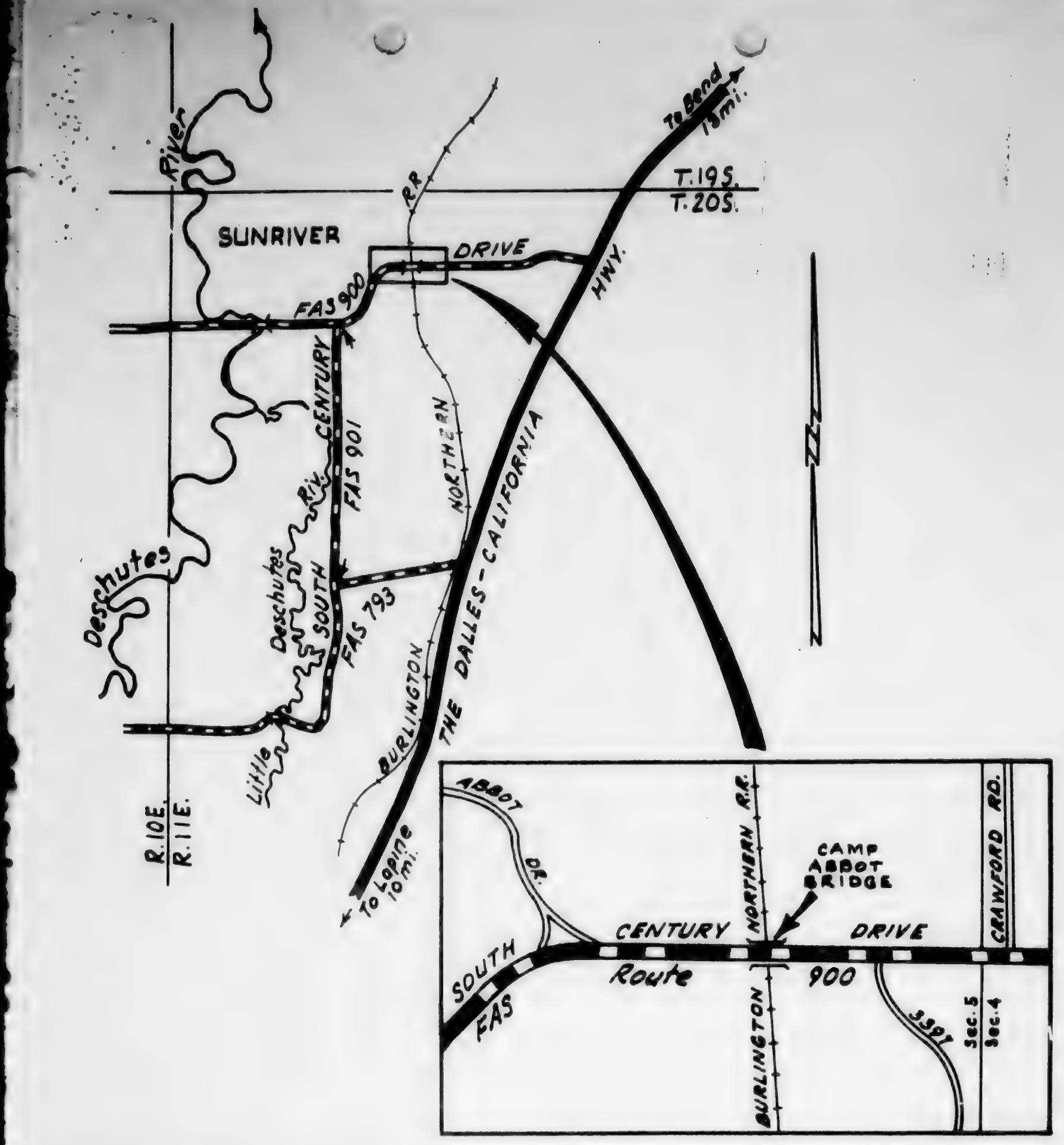
	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	% $	% $	% $
Second Year	% $	% $	% $
Third Year	% $	% $	% $

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes

REMARKS

This Project is proposed by Deschutes County.



BURLINGTON NORTHERN R.R. O'XING [CAMP ABBOT BR.] SECT.

SOUTH CENTURY DRIVE — FAS 900

DESCHUTES COUNTY

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 22, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Proposed FAS-C Project**

Attached is a tabulation describing a proposed Federal Aid Secondary project in Deschutes County.

This project request is to replace the Camp Abbot Bridge over the Burlington Northern Railroad Overcrossing on FAS 900. The FAS funds required for this structure are estimated to be approximately $200,000 ($22,000 of which will be the cost to the State. The County is also requesting a 3-year advance on their future Federal allocation for this project).

This project will be on the agenda for the August 29 meeting and I recommend your approval.

Attachment

bc George Baldwin
C. W. Head
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
W. J. Hart
H. S. Cox
C. M. Williams, Region 4
Gary Sund
Bob Whipps

Copies of attachment to all except those checked kp

HR:ljt kp

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

August 19, 1974

E&H

TO: Mr. E. S. Hunter
Asst. State Highway Engineer
B U I L D I N G

SUBJECT: Proposed FAS-C Project

FROM: Harold Reynoldson
Rural Program Engineer
County & City Unit

Attached are fifteen copies of the summary and map locating and describing an FAS-C project in Deschutes County.

This project is a separation structure over the Burlington Northern Railroad Overcrossing, called Camp Abbot Bridge, on FAS 900.

If satisfactory, would you please present this project to the Oregon Transportation Commission for approval at their August 28, 1974 meeting. A draft of a suggested letter to the Commission is attached.

HR:ljt

Att.

cc: L. W. Rulien

RECEIVED
STATE HWY ENGR
AUG 21 '74
REFER TO
FOR
Info | ives | S/D | D/R | Sign | Act | File

RECEIVED
AUG 20 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

PROPOSED FISCAL YEARS 1974 & 1975 COUNTY FAS PROJECTS

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMMED AMOUNT	STATE SHARE
DESCHUTES	900	Burlington Northern Railroad Over-crossing (Camp Abbot Bridge) Sect.	$200,000	$22,000
		(County is requesting an advance of the next three years of Federal allocations.)		
		TOTAL	$200,000	$22,000

SUMMARY BY FISCAL YEARS	1974	1975	TOTAL
Allocated funds	$4,108,000	$4,252,000	$8,360,000
Approved Projects (corrected to date)	4,108,000	665,000	4,773,000
Unprogrammed Balance	--	3,587,000	3,587,000
Projects Proposed	--	200,000	200,000
Unprogrammed Balance	--	$3,387,000	$3,387,000

74-e
8/19/74

DESCHUTES COUNTY
Proposed FAS-C Project

FAS 900: Burlington Northern R.R. O'xing (Camp Abbot Bridge) Section, $200,000.

Construct a reinforced concrete structure with a 36-foot roadway and 5-foot sidewalks. Contractor will construct structure, grade approaches and install guardrail.

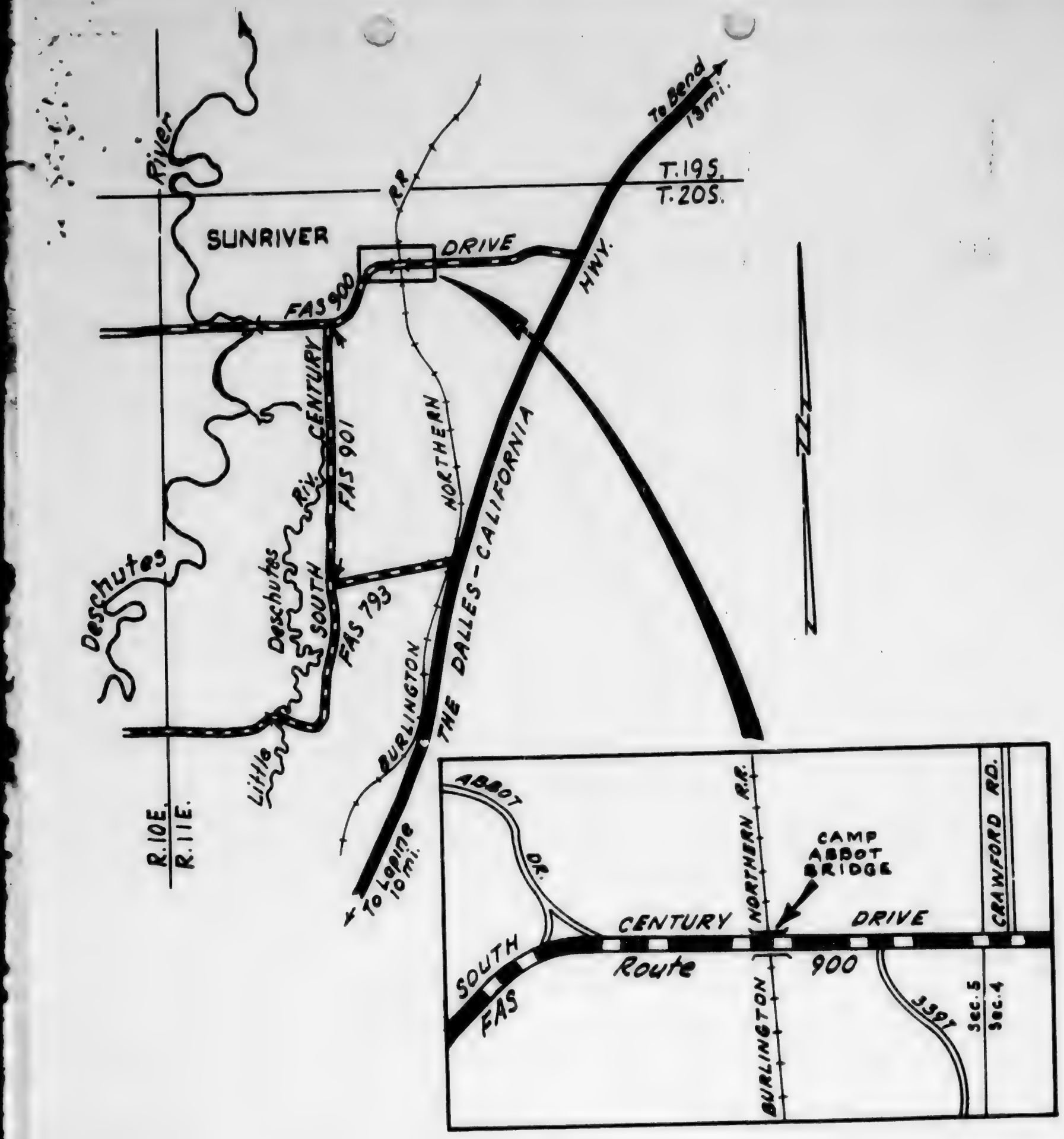
State will perform all preliminary and construction engineering, and make PUC application.

County will close the road, construct and maintain detour, and place leveling course and bituminous surface on approaches.

Utility lines (gas and telephone) will be attached to structure.

No additional right-of-way will be required; a hearing will not be necessary.

74-e
8/12/74



BURLINGTON NORTHERN R.R. O'XING (CAMP ABBOT BR.) SECT.

SOUTH CENTURY DRIVE

FAS 900

DESCHUTES COUNTY

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Lassen FAS No. 900 Date July 26/1974
County Road Name South County Drive
Section Name Hwy 99 - Sunnyside
Type of Project Bridge Rt. Overpass
Location of Project (Attach sketch map)
ADT 1650 Design Speed

Is this request for county bridge design only? Yes ____ No ____
county FAS bridge design? Yes ✓ No ____
Will County hire consultant for this project? Yes ____ No ✓
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type A/C (AC, Pug Cold Mix, Penetration Mat) Total Travel Width 24'

2. Shoulders: Type A/C (AC, Pug Cold Mix, Oil Mat) Width Each Side (6') Total Top Width 36'

3. Grading & Drainage:
By County ✓ County Date of Completion 1975-76 By Contract ____

4. Bottom Base Course:
By County ✓ County Date of Completion ____ By Contract ____
Has base design been given to County? Yes ✓ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ✓ County Date of Completion 1975-76 By Contract ____

6. Binder Course:
By County ✓ County Date of Completion 1975-76 By Contract ____

7. Traveled Surface & Shoulders:
By County ✓ County Date of Completion 1975-76 By Contract ____

8. Clearing:
By County ✓ County Date of Completion 1975-76 By Contract ____

9. Curbs:
Curbs Required? Yes ____ No ✓
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
Width between curbs ____

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes ✓ No _____
If answer is No, which of the following applies?
Contrary to public safety _____ Cost excessive to need or use _____
Sparse population _____ Area exempt from bike law _____
What is desired width of trail or walkway 6' ft.
What type of surface treatment is desired _____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes ✓ No _____
What type of separation from roadway will be used? PAINTED LINE
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes ✓ No _____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes ✓ No _____

12. Will replacement be by: County _____ Contract ✓
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes ____ No ✓

14. Will County adjust structure to additional width? Yes ____ No ✓

15. Will adjusted width be standard? Yes ✓ No ____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes ____ No ✓

17. Does County wish sight posts installed? Yes ____ No ✓

18. Does County wish State to permanently stripe project? Yes ____ No ✓

19. Will County do striping? Yes ✓ No ____

20. Does County wish guardrail installed? Yes ✓ No ____
By County _____ Contractor ✓
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes ____ No ____
By seeding and mulching Yes ____ No ____
By rock blanket Yes ____ No ____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes ____ No ✓

23. Can through traffic be detoured? Yes ✓ No ____

24. Must new detour be constructed? Yes ✓ No ____

25. Will detour be constructed and maintained by County? Yes ✓ No ____

26. Will detour be constructed & maintained by Contractor? Yes ____ No ✓

27. Will County sign project outside work area during construction?
Yes ____ No ✓

28. Will Contractor sign project outside work area during construction?
Yes ✓ No ____

29. Should contract provide for permanent signing? Yes ____ No ✓

30. Should State do permanent signing? Yes ____ No ✓

31. Will traffic signals be required? Yes ____ No ✓
If yes, give location and type desired ____

32. Is project contingent upon other factors? Yes ____ No ____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain ____

Remarks re Section I: ____

II. BRIDGE PROJECT DATA

1. Name of river or stream Burlington Northern Tracks

2. Name of bridge CANE HIBBOTT OVERPASS

3. Dimensions of existing bridge. Length 117' Roadway Width 24'

4. Type of design and material used in existing bridge. Timber Structure

5. Location (please attach map with location marked): ____
Section 5 Township T 20 Range R 11 W.M.

6. Desired width of proposed bridge 36' Approx. length 120'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired?
Upstream ✓ Downstream ✓ Width 5' Yes ✓ No ____

8. Does County wish a particular type of bridge design? Yes ✓ No ____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Reinforced Concrete (Used Abutment Pre Stressed Concrete Slabs.
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes ____ No ✓
Explain ____

10. Foundation Testing: By County? Yes ____ No ✓
By State? Yes ✓ No ____

11. Will County close road during construction? Yes ✓ No ____

12. Can presently established road be used as detour? Yes ____ No ✓

13. Must a new detour be constructed? Yes ✓ No ____

14. Will detour be constructed & maintained by County? Yes ✓ No ____

15. Will detour be constructed & maintained by Contractor? Yes ____ No ____

16. Will County sign project outside work area during construction?
Yes ____ No ✓

17. Will Contractor sign project outside work area during construction?
Yes ✓ No ____

18. Approaches or Connections by County
by Contractor-(Grading only) Yes ____ No ✓
Traveled surface: Type A/C Width 24' Yes ✓ No ____
Shoulder surface: Type A/C Width 6 EACH Side
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes ____ No ✓

N.W. quadrant distance from structure ____
N.E. quadrant distance from structure ____
S.W. quadrant distance from structure ____
S.E. quadrant distance from structure ____

Note Item 18: Contractor to bring [illegible] only; County will [illegible]

20. **Guardrail:** Desired on approaches or connections: Yes ✓ No _____
By County _____ Contractor ✓
Right side only? Yes _____ No _____
Both sides? Yes ✓ No _____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:**
Remain in place? Yes _____ No _____
Use for detour? Yes _____ No _____
Removed by County? Yes _____ No _____
Removed by Contractor? Yes ✓ No _____
Salvaged by Contractor for County? Yes _____ No _____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. **If riprap or rock blanket required, to be:**
By County? Yes _____ No _____
By Contractor? Yes _____ No _____

23. **Will any of the following utilities be attached to this structure?**
a. Water mains: Yes _____ No _____ Size _____
Company _____
b. Sanitary sewer mains: Yes _____ No _____ Size _____
Company _____
c. Storm sewer: Yes _____ No _____ Size _____
Company _____
d. Gas mains: Yes ✓ No _____ Size 6"
Company CASCADE NATURAL GAS NORTH SIDE
e. Power lines: Yes _____ No _____ Size _____
Company _____
f. Telephone lines: Yes ✓ No _____ Size 3"
Company Pacific NW Bell South Side
g. Other Utilities: _____

24. **Does County wish provisions made for future utility attachment to structure?**
Yes _____ No ✓

25. **Does County wish lightpost bases and conduit installed?**
Yes _____ No ✓

26. **Does County wish complete job of illumination in project?**
Yes _____ No ✓

27. **Is project contingent upon other factors?** Yes _____ No _____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes ✓ No _____
   By Consultant? Yes _____ No _____
   By County? Yes _____ No _____
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes _____ No ✓

3. Construction plans and specifications to be prepared:
   By State? Yes ✓ No _____
   By Consultant? Yes _____ No _____
   By County? Yes _____ No _____

4. Does County desire center line to be permanently monumented as part of project? Yes _____ No ✓

5. Does County desire right-of-way to be permanently monumented as part of project? Yes _____ No ✓
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60' Minimum_____

2. Is any additional right-of-way needed? Yes_____ No ✓ (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes____No____

4. Should State negotiate & acquire right-of-way in behalf of County?
Yes_____No____

5. Should State prepare options? Yes____No____

6. Should material source site be included in right-of-way descriptions?
Yes_____ No_____

7. Is there any merchantable timber on right-of-way?
Yes_____ No ✓

8. Will timber be reserved for owner? Yes_____ No_____
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____

10. Is a hearing necessary? Yes_____ No ✓
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes ✓ No_____
If yes, give type and name of utility company:_____
_____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes ✓ No_____
If yes, give type and name of utility company:_____
_____

13. Are utilities on existing right-of-way by permit ✓ or by franchise_____
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No ✓
If yes, give name of irrigation company or district_____
_____
and dates between which water can be turned off: From_____
To_____

15. Are there any railroad crossings? Yes ✓ No_____

16. Name of Railroad Burlington Northern

17. Number of tracks: Mainline ✓ Siding _____ Total _____

18. Sight Distance: _____ (Left) _____ (Right)

19. Number of Trains: Passenger _____ Speed _____
Freight 2 Speed _____

20. Angle of Intersection: 90°

21. Type of Existing Crossing: Grade _____
Overcrossing ✓
Undercrossing _____

22. Existing Protection:
Advance warning signs _____ Automatic flashing _____ Stop signs _____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection: _____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes _____ No ✓

25. Will railroad crossing be altered: Yes ✓ No _____
If yes, specify: _____

26. Traffic Control Signing:
To be part of project? Yes ✓ No _____
By County? Yes _____ No _____
By State at County expense? Yes _____ No _____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes _____ No ✓
By County? Yes _____ No _____
By State at County expense? Yes _____ No _____

28. Does County wish State to prepare P.U.C. hearing data? Yes ✓ No _____

29. Will P.U.C. application be made by State ✓ or County _____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes _____ No ✓
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV _____

V. **MATERIAL SOURCES DATA**

1. Gravel _____ Quarry _____ Cinders ✓

2. Owner: County _____ State _____ Private _____ Other USFS

3. Location: ABBOTT BUTTE Section 3 Township T 20 Range R 11 W.M.

4. If County lease, what are royalty payments? NONE

5. Materials furnished by County: Borrow ✓ Select Topping _____
   Base Course ✓ Level Course _____ Mineral Agregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V _____

VI. **FINANCIAL DATA**

1. Estimated Cost: $ # 150,000.00

2. Available FAS Funds $ _____

3. Does County wish advancement of future Federal funds? Yes ✓ No _____
   Amount _____

4. Date match money is available _____

5. Will there be any 100% County money? Yes _____ No _____

6. Maximum amount of 100% County money available: $ _____

7. Date County requests letting: _____

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Albert A Young
County Judge or Comm. Chairman

By W. Fenton
County Commissioner

By _____
County Commissioner

By Charles R Thomas
County Engineer or Roadmaster

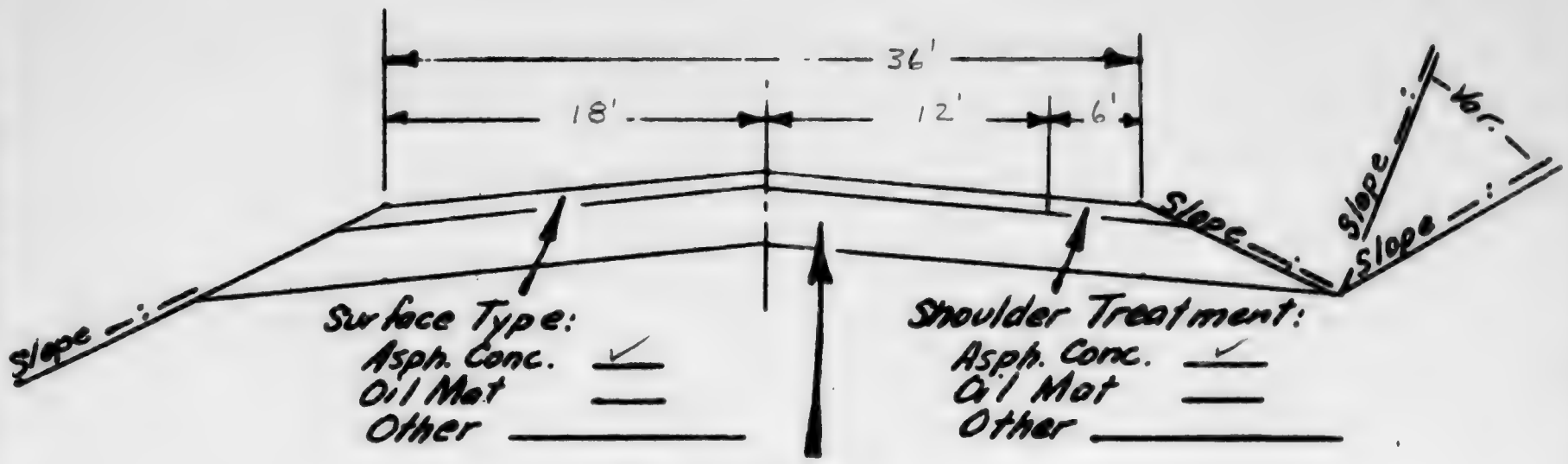
County Deschutes

Date 7-26-74

Robert H Lange
O.S.H.D. Field Engineer

Date 8-2-74

TYPICAL SECTION



No. of Lanes ____
Lane Width ____
Shoulder Width ____ or Shy Dist. from Curb ____
Median Width ____
Total Width between Curbs ____

Foot paths:
Asph. Conc. ____
Gravel ____

Curbs:
Type "C" ____
Curb & Gutter ____
Other ____

(MATCH TO SHEET 4

SPRING RIVER RD.
NFD
PVT.
BED
ROAD
E-25
CRAWFORD
LAVA RIVER CAVES STATE PARK
CALIFORNIA
LAVA
36
31
1
6
SUN RIVER AIRSTRIP
SUNRIVER
E-20
FAS 900
E-36
FAP 1
FAS 901
E-10
FAS 993
E-20
CAST
FOREST
RD.
T 20 S
97
4
H1
H2
D3
G
PONDEROSA
BOBCAT LN.
ANTELOPE LN.
COYOTE LN.
DR.
PVT.
SOUTH
CAMP ABBOT BRIDGE
CRAWFORD
BATES BUTTE
THE DALLES
Deschutes River
Little
River
IERAL
.TCH
IDGE
.APINE
:REATION
AREA
BI

E - 20
CRAWFORD
E - 25
OREGON
TRUNK
N

8310 Slater Cr.-Mystic Cr. Sec. 1975
of Coos Bay-Roseburg Hwy.
(Grading, paving & structures) #3

8310

35

ROAD DESIGN SECTION 378-6558 ROW 3:1

J. B. Boyd, Manager
Right of Way Section

February 15, 1983

J. H. Versteeg
Road Design Engineer

File 53265
Slater Creek-Wystic Creek Section
Coos Bay-Roseburg Highway
Douglas County

Attached is a description (1 file), an authorization and right of way prints covering right of way required for the subject maintenance project.

By:

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
FEB 16 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

8310

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

121 - 13 - 82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	2. STATE PROJECT NO.
RF-DP-29(26)	See below

3. FROM	4. PROGRAM NO.	2A. COUNTY NAME
Dale E. Wilken, Division Administrator FHWA - Oregon Division	5. ITEM NO. RF-63 & 64	Douglas

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
5/1/82	Primary 14	Primary 26

10. GENERAL LOCATION:

Slater Creek - Mystic Creek

11. GENERAL DESCRIPTION OF WORK

Install and monitor slope indicator tubes at various slides on project

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement if additioanl funds are required, I approve the advance authoriztion date of 5/1/82 as requested in Mr. Keasey's letter of 11/24/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Crder No. 8 Supplemental #2 is approved for a TEC of : $185,000 Federal Funds $158,730.

(Note - SFO #8	TEC	$ 15,000
SFO #8 Supp. #1	TEC	20,000
SFO #8 Supp. #2	TEC	185,000
		$220,000)

RECEIVED
STATE HWY ENGR
DEC 20 '82
REFER TO
Mee
FOR
Info | Invest | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/13/82	H. K. Dassenc	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

8310 (G) E 35

ROAD DESIGN SECTION 378-6558 DES 16

A. E. Shirley, Jr.
Region III Engineer, ROSEBURG

September 3, 1982

W. H. Wakerlig
Right of Way Descriptions Supervisor

Slater Cr.-Mystic Cr. Section
Coos Bay-Roseburg Highway
Douglas County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
SEP 3 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

We are forwarding herewith two reproducible maps (9B-13-5 and 9B-13-6) covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. Design Draftsman

ALD:rlr
Attachment (2 Maps)

83-125

8310

8310

STATE OF OREGON
HIGHWAY DIVISION

INTER-OFFICE MEMO
PRO 6-2

TO: Vern E. Skoog
Highway Controller

DATE: August 11, 1982

FROM: D. E. Swan
Program Control Engineer

SUBJECT: Final Voucher Submission
Project No. DP-RF-F-29(26)
Slater Cr.-Mystic Cr. Sec.
Douglas County

I request upon preparation of the final voucher on the subject project that appropriation code 106 and 073 Federal funds set up on the project be fully utilized and any decrease, or if necessary, any increase be financed from the appropriation code 010 funds.

CL:pf

cc: Shirley Williams, FHWA
General Files

Contains
Recycled
Materials
01-125-1387

SP*75603-125

8310 9-12-41 L

REPORT OF SETTLEMENT OR DISPOSITION OF CASES OTHER THAN CONDEMNATION

File: L- 7880

R-

To be submitted to Commission: _____ Approved by Commission: _____

Name of Case: Roy E. Ladd v. State County: Marion

Cause of Action: Contract action for alleged breach of contract

Demands of Plaintiff: $20,765.56

Settlement: $5,000 lump sum including interest

REMARKS: SEE ATTACHED

/s/ Leslie C. Hamilton

Signature

Roy E. Ladd v. State (DOT)
Marion County Case No. 120-293 (L-7880)
Slater Creek - Mystic Creek Section
Contract No. 8310

JUSTIFICATION OF SETTLEMENT

Background

The above mentioned case involved a $20,765.56 claim by the general contractor arising from performance of the above mentioned contract. In actuality, the case was being pursued on behalf of the paving sub-contractor, Roseburg Paving, Inc. We have settled the case for a lump sum payment of $5,000.00, including interest.

This project was awarded on October 29, 1975, with 500 calendar work days allowed for completion. Calendar work day count began on November 11, 1975, and the anticipated completion date at that time was October 1, 1977. Three time extensions were granted for a total of 183½ calendar days. In addition, time was further extended by 112 calendar work days by "stop work" orders to accommodate holiday traffic and to allow drying of certain material so that the work could be completed without damage to the water quality of the Coquille River due to high water and wet conditions at the time.

The bulk of the delay was related to a number of slides that occurred on the project. There was also adverse weather conditions during much of the job. The contract plans provided for metal bin walls at points on the job. Through price agreement reinforced earth walls were substituted for the bid walls. Also because of the slides, a substantial footage of reinforced earth walls were added to the job. Moreover, the quantity of asphaltic concrete overran. (30,800 tons contracted) (34,088 tons laid down). Another cause of delay was the necessity to relocate a state designated waste area after substantial filling because of slide conditions.

The final expiration of contract time was October 16, 1978, one full construction season beyond the time originally contemplated. There is no doubt but that the paving sub-contractor was held up for that one construction season. Moreover, the $20,765.56 claim is straightforward. The Construction Division reviewed the claim. The backup material demonstrated that the claimed increased labor costs and increased material costs were incurred because the bulk of the paving work was completed in the 1978 season rather than the 1977 season.

The State's Defenses

We originally were of the opinion that the contractor had not timely notified the state of its claim for extra costs in the paving work. However, during our investigation of this claim we uncovered a notice letter dated May 10, 1978, from Roy E. Ladd, Inc.'s project engineer to resident engineer Alfred W. Bates. There is now no question but that the May 10, 1978 letter complied with the notice provisions of the contract.

Mr. Bates has retired from state service. Late last year he had a massive heart attack and has had two or three relapses since that date. Mr. Bates is unavailable as a witness or to consult with us on this case.

The more difficult question is whether or not the "no damage for delay" clauses of the contract precludes this claim. Under Section 108.09 of the contract, the contractor is limited to adjustment of contract time for delays in the completion of the project arising from causes beyond the control of the contractor. That section provides that the contractor is not entitled to collect or recover damages. There is a similar provision in Section 108.07(c) relating to suspensions of the work.

There is a good annotation in 74 ALR 3d 187 entitled "Validity and Construction of 'No Damage Clauses With Respect to Delay in Building or Construction Contracts'." The annotation points out the prevailing rule that "no damage clauses" will be enforced in appropriate circumstances. However, the annotation points out that the courts give only a restrained approval to such provisions because of the harshness of literal application. The courts will construe the clauses strictly against the owner or contractee who generally is the drafter of the provision.

It is also well established that there are exceptions to the rule that a "no damage" clause will preclude actions by a contractor against the contractee for damages for delay for which the contractee would otherwise be liable. Whether or not a particular "no damage for delay clause" does or does not preclude the recovery of damages for delay in a particular case depends upon the terms of the particular contract provisions, the objectives of the parties, the nature of the default or cause of the delay and the various other circumstances of the individual case.

I found two pertinent Oregon cases. A federal case NE Clackamas County Electric Co-op, Inc. v. Continental Casualty Co., 221 F2d 329 (Applying Oregon law) held that the "no damage" clause did not apply where the contractee breached its contract without justification. The other Oregon case, Manerude v. Eugene, 62 Or 196, 124 P 662 (1912) held that a provision in the contract for the construction of a canal for a city power plant providing that the contractor should not be entitled to damages

on account of delay effectively precluded recovery of damages for mere delay allegedly caused by the city's failure to timely acquire the right of way. Neither Oregon case specifically answers our problem here. There are numerous cases discussed in the above cited ALR annotation.

There are several exceptions to the enforceability of "no damage for delay clauses." These exceptions include delays that are outside the terms of the clause, delays which were not contemplated by the parties at the time of entering into the agreement, delays of unreasonable duration, delays arising from the wrongful conduct of the owner including direct or active interference by the contactee, delays caused by a breach of contract by the contractee and miscellaneous.

We are particularly concerned with whether or not the delay to the paving was unreasonable in duration. In my opinion there is a jury question as to whether a full one year delay was unreasonable in duration. We have arguments that the delays primarily were caused by factors beyond the control of either party, particularly the slide and weather conditions. On the other hand, the contractor would argue that the total effect of the delays from all causes, to some extent caused by the state (The moving of the waste material area and the overrun in paving quantities) amounted to an unreasonable delay. We could argue that at this particular location a reason-able contactor should anticipate that a two year contract could become a three year contract because of field conditions. The trial court could not rule as a matter of law that the delay was or was not unreasonable. Therefore, it would be a factual question for the jury to determine.

In my opinion, there is a substantial possibility that the jury would rule for the contractor. In that event, the verdict would probably be the full amount of the contractor's claim because we have verified his calculations. The risk of such a verdict justifies the $5,000.00 settlement under these circumstances.

We also have a serious practical problem because of the unavailability of Resident Engineer Alfred Bates to consult in the defense or testify in this case. Mr. Bates was a veteran resident who personally handled most of the relations with the contractor. Bobby Johnson who was the Assistant Resident Engineer was on this job only a portion of the time. This was a complicated construction project and there were numerous changes and price agreements. To prevail, we would have to litigate all the contract features and changes in order to put the delay in prospective. The absence of Mr. Bates makes that very difficult.

There is another very practical consideration. We have a $5,000.00 settlement. It would probably cost more than $5,000.00 to litigate this case. Our staff witness costs, together with the state's legal fees and other trial expenses including added discovery procedures and depositions could easily exceed that amount. Another factor is interest. The legal rate of interest is 9% at the current time. Any judgment for the contractor would carry at least two years interest.

Summary and Conclusion

In my opinion the $5,000.00 settlement is a favorable one which was recommended by Mr. C. B. Jackmond, Contract Administration Engineer, and the undersigned. Mr. H. S. Coulter, Highway Engineer, approved it. This is not a good case to test the state's "no damage for delay clause" because the duration of the delay is borderline, if not unreasonable. Moreover, the Resident Engineer is not available to testify. As mentioned above, trial is not economically practical in view of the settlement amount.

/s/ Leslie B. Hampton

Leslie B. Hampton

LBH:mj
9/10/81 - III

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

#8310

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RF D-29(26)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: RF- 63 & 64

COUNTY NAME: Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 2 - '80

10-2 orig

REFER TO Moehring
FOR

Dist | Urban | R/D | D.E. | Sec. | Att. | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
10-1-75	7-9-80	Primary 14	Primary 26

GENERAL LOCATION:

Slater Creek - Mystic Creek

GENERAL DESCRIPTION OF WORK:

Contractors Claim

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 9-10-80, this will confirm the advance approval date of 7-9-80 as notice for contractor's claim and authorization to proceed with legal expense at a TEC of $8,000 - Federal funds $7,050. Reimbursement will be made under the provisions of FHPM 1-4-2 subsection 4, dated 11-14-79.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-3-80	G K Haasey	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-818

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Modification of Federal-aid Project Agreement Project 2F-DP-F-29(26

Date: June 12, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HAM-OR/

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

As discussed with Mr. Cliff Laux on June 12, the attached Project Agreement Modifications are returned not approved. We have been advised by our Washington, D. C. Office that the lapsed appropriation code 012 Primary Funds cannot be utilized in the manner proposed.

The two underlying reasons are as set forth in our June 2, 1980 letter as follows:

1. The modification must be due to the need to cover the cost of normal project or contract overruns.

2. Unobligated balances and/or withdrawn amounts may not be transferred between apportionments. Our Washington Office advises that the subject modification proposal involves two Primary Fund category apportionments. Appropriation Code 010, Consolidated Primary, which was authorized by the 1976 Highway Act, and, Appropriation Code 012, Primary, which was authorized some years prior to the 1976 Act.

We are also returning the Project Agreement Modification for Project F-331(4).

for G. L. Green

Attachments
Mod of Fed-aid Proj Agrmt
Rev. Proj Agreement Est.

RECEIVED
STATE HWY ENGR
JUN 13 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Douglas
MODIFICATION NUMBER: 4		Project Number: RF-DP-F-29(26)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 11 ,19 75 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 9,448,605.00 2,462,577.00 DP	$ 9,448,605.00 2,462,577.00 DP
Federal funds	$ 3,406,331.68 RF 1,518,955.32 F	$ 3,031,555.41 RF 1,893,731.59 F
Other revisions		

This modification is made for the following reasons:

To decrease rural primary funds appn code 073 and delete consolidated primary funds appn code 010 to utilize balance in primary funds appn code 012 in the amount of $1,893,731.59 which is subject to lapse.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11th day of June ,19 80 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Hwy. Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon June 5, 1980

Federal Aid Project
No. RF-DP-F-29 (26)

Slater Creek-Mystic Creek Section
Coos Bay-Roseburg Highway
Douglas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6204

Roadway (Sta. 1246+00 to Sta. 1482+08.28)

Total for Roadway same as previous estimate 11-30-78 $8,622,332.00

Total for Structures same as previous estimate 12-29-77 $ 826,273.00

Length of Roadway - - - - - - - - 4.570 miles
Length of Structures - - - - - - 0.101 miles
Total Length- - - - - - - - - - - 4.671 miles
Cost of Roadway per mile $1,886,724.73

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway (EGC Funds)G-1	106	$3,149,479.00	$2,462,577.00	$ 686,902.00
Roadway (RF Funds)G-2	073	3,050,892.00	2,385,493.41	665,398.59
Roadway (F Funds)G-3	012	2,421,961.00	1,893,731.59	528,229.41
Structure (RF Funds)G-2	073	826,273.00	646,062.00	180,211.00
TOTAL		$9,448,605.00	$7,387,864.00	$ 2,060,741.00

Group 1-43%
Group 2-57%
Contract No. 8310
Prefix No. 10-1059

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Lane
MODIFICATION NUMBER: 6		Project Number: F-331(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 13 ,19 71 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,981,890.00	$ ---
Federal funds	$ 1,893,493.31	$ ---
Other revisions		

This modification is made for the following reasons:

To withdraw the project and utilize the funds released for joint financing the construction on Project RF-DP-F-29(26).

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11th day of June ,19 80 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Asst. State Hwy. Engineer
(Title)

XXFor: H.S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

8310

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-10-80

FEDERAL AID PROJECT NO.: RF-DP-F-29(26)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: RF-63 & 64

COUNTY NAME: Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 11 '80
REFER TO
Mochiima
FOR

Info	Invest	R/D	D/R	Stds	Act	File

6/11 0113

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	6/10/80	Primary 14
		STATE ROUTE NUMBER: Primary 35

GENERAL LOCATION:

Slater Creek - Mystic Creek

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program Change
See Below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 6/5/80 I approve the program change adding appropriation code 012 and deleting appropriation code 010. (Appropriation code 012 $1,893,493.31 Federal Funds from project F-331(4))

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6/10/80	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-998

#9310

2.

ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

TRIAL DIVISION
~~100 State Office Building~~
Salem, Oregon 97310
Telephone: (503) 378-6313

113 Transportation Building

April 28, 1980

RECEIVED
STATE HWY ENGR
APR 28 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Mr. John Spencer Stewart
Attorney at Law
Suite 800
610 SW Alder Street
Portland, OR 97205

RE: Contractors Claim
Slater Creek - Mystic Creek Section - Ladd Bros.
& Roseburg Paving, Inc.

Dear John:

In reply to your letter of April 8, 1980, please be advised that if you wish to discuss the claim of the subcontractor, Roseburg Paving with myself and representatives of the Highway Division we would be most happy to discuss the matter with you and your client. It is our contention that there were no changes in the work that Roseburg Paving, Inc. was required to do and therefore the provisions of Section 104 of the Standard Specifications would not apply and the provisions of 108.09 would apply specifically the last paragraph which provides "it is understood and agreed that an adjustment of contract time is herein provided shall be the contractor's sole remedy for any delay in completion of a project arising from cases beyond control of the contractor, and that in no event shall the contractor be entitled to collect or recover any damages, loss or expense incurred by reason of such delay."

As stated above, in an effort to satisfy you and your client that we have properly analyzed the claim we would be happy to meet with you in Salem and discuss all ramifications of the claim.

Sincerely yours,

Jack L. Sollis
Assistant Attorney General & Counsel

JLS:sjb

cc: Bryan Jackmond
bc: W. S. Coulter
Jim Gix

LAW OFFICES OF
DONALD J. MILLER
411 BOREL AVENUE, SUITE 303
P.O. BOX 474
SAN MATEO, CALIFORNIA 94402
(415) 341-8471

January 2, 1980

The Travelers Indemnity Company
550 California Street
San Francisco, California 94104

Attention: Richard W. Campbell

1-4-80
Letter forwarded
to J. H. Baxter
1700 South El Camino
Real
San Mateo, CA
94402

Roy E. Ladd, Inc.,
P. O. Box 756
Redding, California 96001

Re: ODOT Contract # 8310
Slater Creek-Mystic Creek Section
Coos Bay - Roseburg Highway
Bond # 409 B8447
Our Demand For Payment In Full of $8,568.00
By February 1, 1980.

Gentlemen:

Please be advised that this office represents J. H. Baxter and Co., the supplier of pentachlorophenol treated guardrail posts in the above referenced matter, for a purchase price of $8,568.00.

Our research discloses that said guardrails were supplied to Apex Fence Company, the subcontractor of Roy E. Ladd, Inc., on or about September 1, 1978. Although a notice of claim was filed with the Secretary of the State of Oregon in a timely fashion pursuant to ORS §§279.526 and 279.528 and numerous written demands for payment have been made by J. H. Baxter and Co., no payment or affirmative response has been received to date.

This letter shall serve as final demand, prior to filing suit on the above referenced bond, for payment in full of the claim of J. H. Baxter and Co., for $8,568.00. Payment must be received on or before February 1, 1980, or this office will be required to proceed with litigation for recovery of said sum, interest thereon, and costs of suit.

Very truly yours,

DONALD J. MILLER

HGT:pb

cc: J. H. Baxter & Co.,

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction (DEPT) 378-6318 (TELEPHONE)

FILE: CON 5 #8310

TO: MEMO TO FILES

DATE: September 26, 1979

FROM: M. D. Glenn
Quality Control Engineer

NOTED
H. S. COULTER

SUBJECT: Slater Creek-Mystic Creek
FAP No. RF-DP-29(26)
Contract No. 8310
Recomputed Price Adjustment for
Non-Spec. A.C. Mixtures

The price adjustment for non-spec. Class "C" and Modified Class "C" mixtures has been recomputed in accordance with our March 1978 agreement with the FHWA:

Bid Item	Amount P.A. #46	Recomputed Amount
#26 - Class "C" Modified A.C. Mix	$ 281.88	$ 315.70
P.A. #21 - Class "C" A.C. Mix	2,516.72	3,946.00
Totals	$2,798.60	$4,261.70

The difference in amounts is $1,463.10. The amount to be credited to the project on a nonparticipating basis is $731.55.

MDG:fr

Att.

cc: H. S. Coulter
FHWA/Att.
James Gix
Bob Church/Att.
John Jenkins
Jim Kinns - Accounting
Test File

RECEIVED
STATE HWY ENGR
SEP 27 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

5380 (1)

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
SEP 1 1979
NO. MA PAULUS

September 12, 1979

J. H. Baxter & Co.
1700 South El Camino Real
San Mateo, CA 94402

IN REPLY REFER TO FILE NO.:

Attention: Beverly H. Schaedla

Gentlemen:

This will acknowledge your claim letter of September 5, 1979, advising us that Apex Fence Co., subcontractor to Roy E. Ladd, Inc., owes you $8,568 for guardrail posts.

This appears to be in connection with the Roy E. Ladd, Inc. Contract No. 8310, Slater Creek-Mystic Creek Section, Coos Bay-Roseburg Highway in Douglas County.

The Travelers Indemnity Company furnished the bond on this contract. We will advise them of the receipt of your claim and will also forward it to the Secretary of State for filing.

This claim appears to be identical to the one in which you filed in November of 1978.

Please advise this office when your claim has been satisfied.

Sincerely,

C. W. Head

C. W. Head
COMMISSION SERVICES

NOTED ON CARD
9-19-79 kkr

CWH:kkr
cc: Roy E. Ladd, Inc.
P. O. Box 756
Redding, CA 96001

The Travelers Indemnity Company
Surety Department
707 S.W. Washington Street
Portland, OR 97205

bc: √Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

J. H. BAXTER & CO. 1700 South El Camino Real San Mateo California 94402 Phone 415 349 0201

JBaxter

September 5, 1979

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: C. W. Head
Commission Services

Reference: Contract No. 8310
Slater Creek-Mystic Creek
Section of the Coos Bay -
Roseburg Highway in Douglas County

Gentlemen:

We wish to advise that Apex Fence Co., sub-contractor to Roy E. Ladd, Inc., prime contractor on above job, owes the J. H. Baxter & Co. $8,568.00 for supplying 8 x 8 guardrail posts required on this project.

The Travelors Idemnity Co., Portland, Oregon furnished the bond on this contract.

We would like to file claim at this time to protect us under the laws of the state of Oregon.

Very truly yours,

Beverly H. Schaedla

Beverly H. Schaedla
Southwest Sales

BHS/kar

APEX FENCE CO.

Schools
Industrial
Residential

Phone: 365-3316

CHAIN-LINK FENCING — GATES — RAILINGS
PLAYGROUND EQUIPMENT

2010 ALEXANDER AVE. — P. O. BOX 545 — ANDERSON, CALIFORNIA 96007

Contractors License No. 269127

August 23, 1979

RECEIVED
SEP 7 1979
CONSTRUCTION
BRANCH

Roy E. Ladd, Inc.
P. O. Box 765
Redding, California 96001

Attention: Pete Oliver

RE: Apex Fence Co. Inc. - Notice of Unpaid Claim
J. H Baxter & Co. Slater Creek-Mystic Creek
Project, Contract No. 8310
United Pacific Bond U-778778

Gentlemen:

In reference to above Project Claim please be advised that dispute is between Apex Fence Co. Inc. and J. H Baxter & Co. and Apex Fence Co. has accepted defense of matter thru our Attorneys, Kobin & Meyer, Portland, Oregon.

Sincerely,

Author Dorris

Author Dorris, President

AD:hwp
occ: Oregon State Highway Dept.
Kobin & Meyer, Attorneys at Law

xc: Al Vohland
Cecil Heacf

RECEIVED
NOTED
C. W. HEAD

8310

August 20, 1979

The Travelers Indemnity Company
Surety Department
707 S. W. Washington Street
Portland, OR 97205

Gentlemen:

Contract No. 8310 awarded to Roy E. Ladd, Inc., for work on the Slater Creek-Mystic Creek Section of the Coos Bay-Roseburg Highway in Douglas County was completed on October 21, 1978, and accepted by the State Highway Engineer on August 16, 1979.

Final payment in the amount of $22,452.50 will be released to the contractor after August 27, 1979. The total contract amount is $8,400,511.23 including $452,288.06 for work performed under force account.

You have been advised previously that a claim has been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

klp

cc: Roy E. Ladd, Inc.
P. O. Box 756
Redding, CA 96001

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

8310

STATE COPY P

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 7-46 + 7-47
PROJECT REPORT NUMBER
MODIFICATION NUMBER 3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

6-21-79

Form Approved; O M B No. 04-R2089

State	Oregon
County	Douglas
Project Number	RF-DP-F-29(26)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 11, , 19 75 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 9,448,605.00	$ 9,448,605.00
Federal funds	DP-$2,462,577.00 $ RF-$3,320,528.00 F-$1,604,759.00	DP-$2,462,577.00 RF-3,406,331.68 F-1,518,955.32
Other revisions		

This modification is made for the following reasons:

To increase rural primary funds Appn Code 073 to utilize balance of funds subject to lapse and decrease consolidated primary funds Appn. Code 010 in a like amount

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of June , 19 79 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E.S. Hunter

Asst. State Highway Engineer
(Title)

By XX For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Oregon State Highway Division
Salem, Oregon June 28, 1979

Federal Aid Project
No. RF-DP-F-29 (26)

Slater Creek-Mystic Creek Section
Coos Bay-Roseburg Highway
Douglas County

Revised Project Agreement Estimate

Type Code 6204
Roadway (Sta. 1246+00 to Sta. 1482+08.28)

Total for Roadway same as previous estimate 11-30-78 $ 8,622,332.00

Total for Structures same as previous estimate 12-29-77 $ 826,273.00

Length of Roadway - - - - - - 4.570 miles
Length of Structures- - - - - 0.101 miles
Total Length - - - - - - - - - 4.671 miles
Cost of Roadway per mile - - $1,886,724.73

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (EGC Funds)G-1	$ 3,149,479.00	$ 2,462,577.00	$ 686,902.00
Roadway (RF Funds)G-2	3,530,208.00	2,760,269.68	769,938.32
Roadway (F Funds)	1,942,645.00	1,518,955.32	423,689.68
Structure (RF Funds) G-2	826,273.00	646,062.00	180,211.00
TOTAL	$ 9,448,605.00	$ 7,387,864.00	$ 2,060,741.00

Group 1 - 43%
Group 2 - 57%
Contract No. 8310
Prefix No. 10-1059

RHZ:fkc

DEPARTMENT OF JUSTICE

Jack Sollis
Assistant Attorney General & Counsel

DATE: May 2, 1979

FROM: Dale K. Hormann
Law Clerk

APPROVED
Chief Counsel
Oregon Department of Transportation

RECEIVED STATE HWY ENGR
OCT 1 - '79
REFER TO
FOR
File
Act
Sign
D/R
R/D
Invest
Info

SUBJECT: Contractor's Claim No. 8310:
Slater Creek-Mystic Creek

You have asked that I do research on whether the recommendation by Mr. Jackmond, that the contractor's claim for "delay" costs be denied, was supported by case law authority. The basis of the claim by the contractor in this instance is that due to certain delays in the construction project, the construction was forced into running into another year, thereby involving inflationary price increases to materials, specifically paving items, and wages. On the whole, I believe that Mr. Jackmond's memo to the file of March 21, 1979 is accurate and correct.

The contractor, on behalf of the paving subcontractor, has made the claim for extra compensation under Section 104.02 of the Standard Specifications. He claims that there has been a change in the "Character of Work" due to the project delays. I have discussed the various project delays with Mr. Jackmond, and find that approximately half of the extra time allowed because of these delays was due to earth slides and added work made necessary because of these slides. There were 3 time extensions, totaling either 173 1/2 days as stated by telephone to me by Mr. Jackmond or 183 1/2 days as stated in his memo, each primarily due to situations which were unanticipated but became necessary as construction was occurring.

Project time was also further extended some 112 calendar days by "stopwork" orders. According to Mr. Jackmond 79 of these days, February 27, 1978 to May 19, 1978, were to allow for drying in order to complete the work without damage to the water quality of the Coquille River due to the high water and wet conditions prevalent at that period of time. It was felt that in order to keep the river from being polluted, it was best to suspend operations completely at that time and to allow a time extension. The majority of the rest of the days for "stopwork" orders were due to holiday traffic suspensions, where work was suspended for 3 or 4 day periods so as not to interfere with heavy holiday traffic. These times were spread throughout the 2 or 3 year completion period.

Section 104.02 of the Standards Specifications allows for compensation to the contractor under 109.04, and adjustment of contract time under 108.09, when the State requires additional work, requires an increase or decrease of material quantities, alters the detail of construction, varies the length of the project or makes any other changes or alterations as deemed necessary or desirable to satisfactorily complete the proposed construction. Section 109.04 states that:

> "Unless changes and alterations in the plans, or quantities, or details of construction materially change the character of the work to be performed or

1 Keesey
Jackmon
2 Hopkins
3 Williams
Johnsen
Glenn

RECEIVED
MAY 4 1979
CONSTRUCTION BRANCH

Richards
Berg
Inlow
Wildmer
Gebaue
Church

8

10

the unit costs thereof, the contractor shall accept as payment in full, so far as contract items are concerned, payment at the same unit prices as are provided under the contract for the accepted quantities of the work done . . . ."

"If, however, the character of work or the unit costs thereof are materially changed, pursuant to Subsection 104.02, compensation for such work will be made on such basis as may have been agreed to in advance of the performance of the work, or in case no such basis has been previously agreed upon, then an allowance may be made, either for or against the contractor, in such amount as the engineer may determine to be fair and equitable." (Emphasis added).

It would seem, however, as stated by Mr. Jackmond in his memo, that Section 108.09 absolutely controls in the case of any "delay." The final paragraph of that section states that:

"It is understood and agreed that an adjustment of contract time as herein provided shall be the contractor's sole remedy for any delay in completion of the project arising from causes beyond the control of the contractor, and that in no event shall the contractor be entitled to collect or recover any damages, loss or expense incurred by reason of such delay."

Included in such causes beyond the control of the contractor is "performance of extra work" under subsection 104.04. It certainly appears that in this case there was "extra work" and not a change in the "character of the work."

Concerning suspension of the work, Section 108.07(c) appears to control. This section states that:

"The contractor's voluntary or involuntary suspension or slow down, with or without the approval of the engineer, and suspension of the work ordered by the engineer will not furnish grounds for claims by the contractor for damages, idle equipment or labor, or extra compensation. No allowance or compensation will be made on account of such suspensions of work except as provided above and as provided in subsections 108.08 and 108.09."

There was some concern that ORS 279.328 might control over section 108.07(c). ORS 279.328 provides that when work under the contract is suspended by an order of a public agency for any reasons to be considered in the public interest other than labor disputes or third party judicial proceedings, the contractor was entitled to a reasonable extension of the contract time and reasonable

compensation of all costs resulting from a suspension, plus a reasonable allowance for overhead with respects to such costs. A review of the legislative history of this act, however, clearly shows that this statute first of all, was to come into play only when the public body and the contractor had not previously contracted concerning such suspensions, and secondly, only when the suspension occurred because of a third party intervention protesting or challenging the project. See Minutes of House Judiciary Committee, June 11, 1973. See specifically, Exhibit D before the Senate Judiciary Committee which consists partially of a statement of the bill's intent by Mr. Jack Kalinoski of the Association of General Contractors, who was the sponsor of the bill.

Therefore, I agree with Mr. Jackmond, that Section 108.07(c) and 108.09 of the Standard Specifications control in this situation, and would deny any extra compensation to the subcontractor. As far as the case authority to back up this conclusion, there is an excellent annotation in 74 ALR 3d 187, entitled "Validity and Construction of "No Damage" Clause With Respect to Delay in Building or Construction Contract."

Specific case sites in support of upholding the "no damage" clauses can be found in the annotation, for the present, I would just like to set forth the general conclusion that was found in the annotation.

> "Generally, it may be said that such a "no damage" provision, if it meets the ordinary rules governing the validity of contracts, is valid and enforceable and generally will be enforced according to its terms to preclude an action for damages for delay.
>
> However, the courts give only a restrained approval of such a provision because of its harshness, and it is construed strictly against the owner or contractee who generally is the drafter of such provision. Also, the courts hold that broad language in such provisions, such as a provision relating to delays "from any cause whatsoever," will not be given a literal interpretation in all cases. Thus, it is well established, a part from a single jurisdiction, that there are certain exceptions to the rule that a "no damage" clause will preclude actions by a contractor against the contractee for damages for delay for which the contractee would otherwise be liable.
>
> . . .
>
> The "no damage" clause, typically contained in governmental contracts, is ordinarily subject to the same rules of construction as other contracts, including the rule that in the absence of fraud or mistake the contract made by the parties, however unduly burdensome it may prove in execution, must govern. Whether the "no damage" clause does or does not preclude the recovery of damages for delay in a particular case depends upon the terms of the particular contract provisions, the objectives of the parties, the nature of the default or cause of the delay, and the various other circumstances of the individual case."

There are of course exceptions to the general rule that the contractor will be bound by the "no damage" clause. These exceptions include, of course, delays which are outside of the terms of the clause, delays which were not contemplated by the parties at the time of entering into their agreement, delays unreasonable duration, delays arising from the wrongful conduct of the owner or contractee, expecially for fraud or bad faith, direct or active interferance by the contractee, negligence on the part of the contractee, breach of certain obligations by the contractee of its contract period and inexcusable ignorance or incompetance on the part of the contractee's engineer. See, 74 ALR 3d 187, 213, Section 7. The federal case of NE Clackamas County Electric Co-op., Inc. v. Continental Casualty Co., 221 F 2d 329, (CA9 Or, 1955) (Applying Oregon Law) held that the "no damage" clause did not apply where the contractee breached its contract without justification. In the only other case I found which applied Oregon law to such clauses, Manerude v. Eugene, 62 Op 196, 124 P 662 (1912), it was held that a provision of a contract for the construction of a canal for a city power plant providing that the contractor should not be entitled to damages on account of delay, but should be entitled to extension of time, effectively precluded recovery of damages for mere delay alledged to have been caused by city's failure to secure the right of way.

Other section of the ALR article which are of particular interest include Section 14, Pg. 248, wherein it is stated that "delay due to adverse soil conditions may be within the operation of a "no damage" clause. And in Section 16, Pg. 249 it is stated that:

> "Contracts which provide the work may be suspended by a designated officer if he deems it in the interest of the contractee so to do, and that in such case no claim for damages may be asserted, are effective to preclude an action for damages when invoked to cover situations which are properly within their terms. And in action for damages for delay due to a suspension of work order by the contractee may also be precluded by more general 'no damage' clauses."

In conclusion, it does indeed appear that the case law supports our position under the Standard Specifications. It appears that especially in contracts which have been entered into under competitive bidding laws, that it is particularly unwise to renegotiate the contract and allow for extra compensation in order to minimize a contractor's hardship. In fact, it is stated in 36 Op Atty Gen 1127, 1134 (1974) that State agencies may not, even voluntarily, renegotiate contracts in order to minimize a contractor's hardship. This Attorney General Opinion may also be of other interest since it is the only authority which ever sites or interprets ORS 279.328.

DKH:sjb

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RF-DP-29(26)

STATE PROJECT NO. See below

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. RF-63 & 64

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 4 - '79
REFER TO
FOH
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
10-1-75	12-22-78	Primary 14	Primary 35

GENERAL LOCATION:
Slater Creek - Mystic Creek

GENERAL DESCRIPTION OF WORK:
Plant tree seedlings and perform required establishment work.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~AN APPROVED~~ FORCE ACCOUNT BASIS

REMARKS
My PR-1240 (Letter of approval and authority) with an authorization date of December 22, 1978 for Revised SFO #12 is withdrawn. You are now authorized to use the contract method under General Services Division for a portion of work previously approved under SFO #12 by State Forces. SFO #12 has now been revised to represent contract awarded to Richard Barnes for the planting of tree seedlings for $3,300. State will furnish tree seedlings at a cost of $1,900. State will also perform required establishment work at a cost of $2,100. Total cost for Revised SFO #12 is $7,300.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-30-79	[signature]	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8310

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 2, 1979

FILE: CON 5 #8310

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Subcontractor's Claim
Asphalt Paving Delay
Cost Escalation
Slater Cr.-Mystic Cr.
Contract No. 8310

The contractor on the subject project, Roy E. Ladd, Inc., has submitted a claim on behalf of his paving subcontractor, Roseburg Paving Company. This is a claim for "damages due to delay" and in itself is the tip of a very sizable iceberg involving the validity and enforcibility of the "no damages for delay" section of our current Standard Specifications. It may also involve an interpretation of Oregon Public Contracting statutes.

Enclosed is a copy of the contractor's and subcontractor's claim, a Memo to File by me evaluating the claim, and a copy of a Memorandum from Jack Sollis, Chief Counsel.

I recommend this claim be denied and Jack Sollis concurs with that recommendation. I further suggest that the denial be written by the Assistant State Highway Engineer for Construction and Materials in order to preserve the contractor's ability to appeal to the Claims Review Board.

OBJ:fr

Att.

RECEIVED
STATE HWY ENGR
APR 4 '79
REFER TO
Construction
FILE

4/6 orig w/attach

Agree w/ recommendation
Letter reply should give reasons and advise owner of Claims Review Bd

FORM 51.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 22, 1979

FILE:

FROM: Lyle K. Watson
Design Engineer Supervisor

SUBJECT: Slater Creek-Mystic Creek
Coos Bay-Roseburg Highway
Douglas County
Contract 8310

TO: Alfred Shirley, Jr.
Region 3 Engineer

1 Versteeg ✓
1 Christensen
George
Olsen
Terpin
Sullivan
Scott
Anderson

RECEIVED
JAN 29 1979
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

The final narrative report on the above project has been received and reviewed. Our only comment is that a more detailed narrative and documentation (pictures, sketches, plans, etc.) of the temporary erosion control measures used on this project would be beneficial to us in the development of erosion control measures for future construction projects.

The reinforced walls should be monitered for the next two years. Future use of this type of design will depend on how well they are performing. Any recommendations as to design, construction, maintenance, etc., should be furnished to the Final Design Engineer.

1-23-79
Lyle Watson —
Project pictures are still circulating around in the Constr. Section. We will send to Engr. Section prior to returning them to the resident engineer.
W. Richards
xc: Alfred Shirley

Routing
1 Keasey
Bond
Jackmond
Hopkins
1 Johnsen
Inloes

RECEIVED
JAN 23 1979
CONSTRUCTION SECTION

Richards
Glenn
Berg
Church
Gebauer
Widmer

1-29-79
Project pictures sent to Watson this date. WR

LKW:ab
cc: C. T. Keasey

8310

December 14, 1978

United Pacific Insurance Company
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

The J. H. Baxter & Co. has asked us to mail to you the attached Notice of Claim which they have filed against the Roy E. Ladd, Inc., Contract No. 8310, for the Slater Creek-Mystic Creek Section of the Coos Bay-Roseburg Highway in Douglas County.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:dda
Attachments

bc J. H. Baxter & Co.
1700 South El Camino Real
San Mateo, CA 94402

J. H. BAXTER & CO. 1700 South El Camino Real San Mateo California 94402 Phone 415 349 0201

BY

J Baxter

December 8, 1978

Department of Transportation
Transportation Building
Salem,Oregon 97310

Attn: C. W. Head
Commission Services

Re: OSHD Contr. #8310
Roy E. Ladd, Inc., General Contractor
Slater Creek Mystic Creek Section
of the Coos Bay-Roseburg Highway
Douglas County

Gentlemen:

We are in receipt of your letter dated November 30, 1978 acknowledging receipt of our Notice of Claim for guardrail posts supplied to Apex Fence.

It is our understanding from talking with the general contractor, Roy E. Ladd Inc., that the payment bond was secured by United Pacific Insurance Company, P. O. Box 1216, Tacoma, WN 98401.

We would appreciate your sending notification of this claim to the United Pacific Insurance Company also.

Thank you for this consideration.

Very truly yours,

Beverly H. Schaedla

B. H. Schaedla
Southwest Sales

BHS/kar

WOOD PRESERVING

RECEIVED
DEC 11 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8310 12 8 78

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-300		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Douglas
MODIFICATION NUMBER 2		Project Number RF-DP-F-29(26)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 11 ,19 75 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 8,815,979	$ 9,448,605
Federal funds	$ 3,320,528 RF $ 2,462,577 DP $ 1,110,107 F	$ 3,320,528 RF $ 2,462,577 DP $ 1,604,759 F
Other revisions		

This modification is made for the following reasons:

To include additional approved items

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of December ,19 78 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Schmitz

Technical Services Engineer
(Title)

By XX For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete GPO 927 494

Oregon State Highway Division
Salem, Oregon Nov. 30, 1978

Federal Aid Project
No. RF-DP-F-29(26)

Slater Creek Mistie Creek Section
Coos Bay-Roseburg Highway
Douglas County

Revised Project Agreement Estimate

Type Code 6204			
Roadway (Sta. 1246 + 00 to Sta. 1482 + 08.28)			
Subtotal on previous estimate of December 29, 1978			$7,101,961.30
Additional Approved Items			
PA 18 Flagmen	6,638.5 hrs.	16.558	$ 109,920.28
PA 18 Flagmen	414.5 hrs.	16.882	6,997.59
PA 18 Flagmen	15,000.0 hrs.	17.829	267,435.00
PA 21 Class "C" AC Mix	24,221.8 Tons	10.25	248,273.45
	Increase		$ 632,626.32
	Subtotal		7,734,587.62
	Engineering		887,744.38
	Total		$8,622,332.00
Total for Structures same as previous estimate of 12-29-77			$ 826,273.00

Length of Roadway	4.570 miles
Length of Structures	0.101 miles
Total Length	4.671 miles
Cost of Roadway per mile	$1,886,724.73

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (EGC Funds) G-1	$3,149,479.00	$2,462,577.00	$ 686,902.00
Roadway (RF Funds) G-2	3,420,471.00	2,674,466.00	746,005.00
Roadway (F Funds)	2,052,382.00	1,604,759.00	447,623.00
Structure (RF Funds) G-2	826,273.00	646,062.00	180,211.00
TOTAL	$9,448,605.00	$7,387,864.00	$2,060,741.00

Group 1 - 43%
Group 2 - 57%
Contract No. 8310
Prefix No. 10-1059

5305 # 8310

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 30, 1978

RECEIVED
DEC 1 1978
NORMA PAULUS
SECRETARY OF STATE

J. H. Baxter & Co.
1700 So. El Camino Real
San Mateo, CA 94402

RECEIVED
DEC 1 1978
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your Notice of Claim advising us that Apex Fence owes you for guardrail posts in the amount of $8,568.

This appears to be in reference to the Roy E. Ladd, Inc., Contract No. 8310, Slater Creek Mystic Creek Section of the Coos Bay-Roseburg Highway in Douglas County.

The Travelers Indemnity Company furnished the bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Very truly yours,

C. W. Head

C. W. Head
COMMISSION SERVICES

RECEIVED
DEC - 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:dda

cc The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Roy E. Ladd, Inc.
P. O. Box 756
Redding, CA 96001

bc Secretary of State ✓ - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD
NOTED ON CARD
12-6-78

NOTICE OF UNPAID CLAIM

(Oregon Public Works)

TO: Oregon State Highway Dept.
(Name of public body)
Contract Administration
(Address)
Salem, Oregon 79310

NOTICE IS HEREBY GIVEN that the undersigned has a claim in the amount of eight thousand five-hundred sixty eight Dollars ($ 8,568.) against the bond posted by Apex Fence, P.O.Box 545 Anderson, CA 96007
(Name and address of contractor or subcontractor) as principal, and United Pacific Ins. Co.
(Name of bonding company) as surety, for 8X8 Guardrail Posts
(Brief description of labor, services and/or materials on which claim based)

and against any amount yet unpaid to the above contractor or subcontractor by reason of his contract with said public body for the above-described labor, services and/or materials.

Roy E. Ladd Inc. Prime Contractor
Contract No. 8310
Slater Creek - Mystic Creek
Douglas County

Dated this 21 day of Nov., 1978.

Name of Claimant firm J. H. Baxter & Co.

Address 1700 S. El Camino Real
San Mateo, CA 94402

Signature of owner or officer
W. Yuen

Title Treasurer

RECEIVED
NOV 28 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Form No. OR-5 (8-60)

November 3, 1978

Roy E. Ladd, Inc.
Post Office Box 756
Redding, CA 96001

Gentlemen:

Time Extension, Contract No. 8310
Slater Creek-Mystic Creek
Douglas County

Your request for a time extension on Contract No. 8310, Slater Creek-Mystic Creek, has been given careful consideration and review. A 13-day increase in the number of calendar workdays in which to complete the project is hereby granted. Consideration was given for time lost due to slide correction work. There remains 5½ days liquidated damages.

Any questions concerning this time extension should be directed to the Resident Engineer or Region Engineer.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:DA:fr ia

bc FHWA
C. T. Keasey
Robert Church
Alfred Shirley, Jr.
A. W. Bates
Richard Hacak

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 1, 1978

FILE: CON 5 #8310

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
Slater Creek-Mystic Creek
Contract No. 8310

TO: H. S. Coulter
State Highway Engineer

Roy E. Ladd, Inc., contractor on the subject project, has requested an 11-day increase in calendar workdays in which to complete the project. Two prior time extensions of 45 days and 125½ days have been granted. Pertinent contract information is as follows:

Contract awarded	October 29, 1975
Calendar day count started	November 19, 1975
Work started	March 29, 1976
Specified workday	500 calendar workdays
Interim Time Extension #1	45 calendar workdays
Interim Time Extension #2	125½ calendar workdays
2nd Notification	October 21, 1978

The first time extension which was granted on November 15, 1977 was based on Price Agreement Nos. 6 and 19 and stoppage due to an earth slide. Price Agreement Nos. 4, 11 and 12, Extra Work Order Nos. 3, 4, 8, 9, 21 and 22, and overrun in the General Excavation were the considerations in granting the second time extension on July 18, 1978.

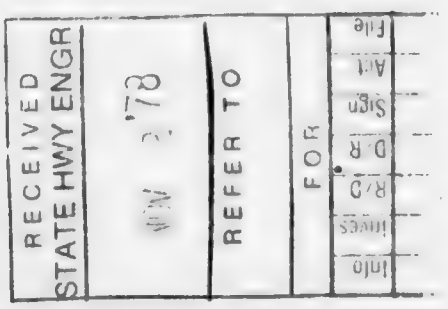
The contractor's third request of 11 days is based on additional work to remove and secure a slide area. The contractor's scraper operation was down from July 25, 1978 until August 7, 1978 due to slide correction work. The grading was the controlling item in completing the project at this time. It is recommended the 13 calendar days lost be returned to the contractor. This will increase the allotted contract time to 683½ calendar workdays.

This is considered to be the final request for a time extension. The project was completed October 21, 1978. Contract time which ended October 3, 1978 will be extended to October 16, 1978 with this extension. There remains 5½ days liquidated damages charged to the contractor.

A rough draft letter to the contractor is attached.

This is a Federal-aid Primary Project and FHWA concurrence will not be required.

OBJ:DA:fr
Att.
cc: Alfred Shirley
A. W. Bates



E-330 (Rev.)—6M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 2, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 673½ days to 684½ days, within which to complete our Contract No. (Various), without the assessment of liquidated damages. The said contract is described as follows: Contract #8310, County: Douglas, Section: Slater Creek - Mystic Creek, Hiway: 42, Coos Bay-Roseburg

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED LETTER DATED 9-28-78

Respectfully submitted,

ROY E. LADD INC.
Contractor

By [signature]

CONSENT OF SURETY

Date October 11, 1978

We, THE TRAVELERS INDEMNITY COMPANY

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
Attorney-in-fact

JOSEPH D. MARTIN, /

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8310 Contractor Roy E. Ladd, Inc.

Highway Coos Bay-Roseburg

Section Slater Creek-Mystic Creek

Kind of Work Grading, Paving and Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be D[redacted]ED or **GRANTED.** The reasons for such recommendation are as follows:

A 13-day extension is hereby granted for slide correction work.

Recommended for Approval:

[signature]
Division Engineer

[signature]
For Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No.	8310
Project designation	Federal (State-Federal)
Date awarded	Oct. 29, 1975
Work started	March 29, 1976
Per cent completed	99 Oct. 20, 1978 (Date)
No. of Workdays Allowed	670½
No. of Workdays Used	689
No. of Added Workdays Requested	11

ST*0190-734

Roy E. Ladd, Inc. "Formerly Hughes & Ladd, Inc."

GENERAL CONTRACTOR 916—241-6102 P. O. Box 756 Redding, Calif. 96001

September 28, 1978

Oregon State Highway Department
P.O. Box 1128
Roseburg, Oregon 97470

RE: Contract No. 8310
Slater Creek - Mystic Section Highway 42

Subject: Adjustment of contract time

Attn: Alfred W. Bates

Gentlemen:

In accordance with section 108.09 of the standard specifications, which govern this project, we are requesting that the adjusted contract time be extended 11 "calender work days" due to additional work encountered.

On 7/25/78 a slide was encountered in the last remainding excavation cut STA 1402± which halted scraper operations, the controlling item of work at the time. Our forces were then directed by O.S.H.D to remove and secure the slide area on a force account basis. (See attached letters dated 7/24/78 and 7/24/78.) This work commenced on 7/26/78 and was completed on 8/5/78 before scraper operations could resume, delaying scheduled job competion by 11 days.

This extension is needed to avoid any liquidated damages as a result of the aforementioned delay. With this in mind we hope that you will grant us this 11 day contract extension.

Thank you,

Roy E. Ladd, Inc.

Mark Christopher
Project Engineer

Enclosure: 2

Oregon State Highway Division

P.O. Box 1128
Roseburg, OR 97470
July 27, 1978

Roy E. Ladd, Inc.
P.O. Box 92
Camas Valley, OR 97416

ATTN: Mark Christopher

Re: Slater Creek-Mystic Creek
Coos Bay-Roseburg Highway
Douglas County
Contract 8310
Removal of Active Slide
(Ladd's Letter July 24, 1978)

Dear Mr. Christopher:

In regards to your letter of July 24, 1978, we are complying with paragraph #1, force account for excavation, and have noted the time delay involved.

Sincerely,

Alfred W. Bates,
Resident Engineer

cc: Gix
Construction

Form 81-734-3122

9214

NS

Roy E. Ladd, Inc. "Formerly Hughes & Ladd, Inc."

GENERAL CONTRACTOR 916-241-6102 P. O. Box 756 Redding, Calif. 96001

July 24, 1978

Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

ATTENTION: Mr. Alfred W. Bates, Resident Engineer

RE: Contract #8310, Slater Creek - Mystic Creek Section, Highway 42

SUBJECT: Removal of Active Slide, Cut Slope STA 1403± LFT

Gentlemen:

In accordance with section 203.46 of the standard specifications, which govern this project, we are requesting that the slide encountered on the cut slope LFT STA 1403± be removed on a force account basis to compensate us for the difficulty of excavation and length of haul. Also, the only access to the disposal or waste area your forces set aside for this slide material is over the finished subgrade from STA 1420± to STA 1463±. If this route is used as a haul road we wish to be compensated for any effort involved in restoring the subgrade back to its finished state upon the completion of the material removal.

In accordance with section 108.09 of the standard specifications and reference to time extension letter dated May 9, 1978, we are requesting that the time involved to remove the aforementioned slide materials and resultant delay to project completion be documented for any future time extensions required to complete this project.

Thank you,

Mark Christopher
Project Engineer

1978
NUMBER
DATE
1978
89
103
MPLETED
100
100
TED:
78
ted 12/
PAVING
4.74
4.74
9,800 To
5,735 To
5,735 To

8310

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION	Slater Creek Mystic Creek
WEEK ENDING	October 27, 1978
SECTION PREFIX	10-1059
HIGHWAY	Coos Bay-Roseburg
COUNTY	Douglas
NAME OF JOB	Slater Creek-Mystic Creek
KIND OF WORK	Grading, Paving and Structures
CONTRACTOR	Roy E. Ladd, Inc.
CONTRACT NUMBER	8310
FEDERAL AID PROJECT NUMBER	RF-DP-29(26)
DATE OF CONTRACT	October 29, 1975
DATE WORK STARTED	March 29, 1976
ESTIMATED COMPLETION DATE	September 30, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 5 SUPERVISION: 1	SPECIFIED WORK DAYS
	SPECIFIED CALENDAR DAYS 670½
	WORK DAYS USED
	CALENDAR DAYS USED 789
	SPECIFIED COMPLETION DATE
	PERCENT OF TIME ELAPSED 103
PROJECT AUTHORIZATION: $9,389,802.52	
EXCLUSIVE OF ENGINEERING: $8,665,523.04	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $8,665,523.04	ENGINEERING AUTHORIZATION $724,279.48 THIS WEEK 1,660.40 ENGINEERING COST TO DATE $654,270.37
	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 90 %
	DATE PROJECT WAS COMPLETED: October 21, 1978

Semi final to be submitted 12/1/78

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.74	4.74			4.74
MILES PARTIALLY COMPLETED					
MILES COMPLETED	4.74	4.74			4.74
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,238,000 CY	93,700 Ton			39,800 Ton
TOTAL QUANTITIES CORRECTED TO DATE	1,361,500 CY	118,150 Ton			36,735 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,361,500 CY	118,150 Ton			36,735 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9310	9311						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22	Fair	0		
MONDAY 23	Fair	0		
TUESDAY 24	Cloudy	0		
WEDNESDAY 25	Fair	0		
THURSDAY 26	Fog am-Fair pm	0		
FRIDAY 27	Fog am-Fair pm	0		
SATURDAY 21	Fair	1		

RECEIVED
OCT 30 1978
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 22	
MONDAY 23	
TUESDAY 24	
WEDNESDAY 25	
THURSDAY 26	
FRIDAY 27	
SATURDAY 21	Planting shrub seedlings.

REMARKS

Project completed October 21, 1978

OR: Construction
2cc: Construction
cc: Region
cc: File

SIGNED [signature] LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

35

Salem, Oregon
September 20, 1978

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
Building

Attn: Rod Henry

50317 - Moore Mill & Lumber Co.
Slater Creek-Mystic Creek Section
Coos Bay-Roseburg Highway
Douglas County

Attached is a description, an authorization and prints of Map 9B-13-6 covering property that is to be acquired for scenic enhancement on the subject section, as requested in your letter dated September 13, 1978.

Also attached is your correspondence pertaining to this matter.

BY: f

Floyd O. Scott
R/W Desc. Engineer

FOS:mg
Attach.

SEE 3B-12-12
FOR PRIOR R.W.

1451+83.69 P.I.
N 499,271.81
E 6134,766.46

26 Ac 3 Sq.
17.0 Ac. ±
48641
Deed 521 268

+50

N 498,000
E 6135,000
300'SE 1/7 3

Moore Mill & Lumber Co.
103-927

200'

280'

+50

+33

N 73°35'50" E.

+60

+00

220'

RIVER

29 Ac ±

Major Falls

1454+39.23 P.T.

1456+13.23 P.C.

8°00 C.R.
E=65°11'50"
E=55.43'
200' Sp=
S-8°00'
e=4.0

N 498,000
E 6135,000
1446+24.26 P.S.

Property to be Acquired

U.S. Govt.

130

130

+00

+00

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 18, 1978

FILE: CON 4-6
CON 5 #8310

FROM: O. B. Jackmond, Secretary
Claims Review Board

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Claim Review Board Recommendation
Bridge Column Alignment Claim
Slater Creek-Mystic Creek Section
Contract No. 8310

The contractor on the above project, Roy E. Ladd, Incorporated, submitted a claim in the amount of $10,024.49 for labor, materials and equipment costs incurred in corrective action required due to a shift in the vertical alignment of the Bent No. 3 column on this structure.

The final portion of concrete was placed in this column on September 10, 1976. On September 15, 1976, the footing for this bent was backfilled and on October 15, 1976, concrete was placed for the transverse beam on this column. The column was in alignment at this time. A substantial embankment had to be constructed prior to constructing the end bent, Bent No. 4 on this structure. Work on this embankment commenced on October 19, 1976. On November 10, 1976, a vertical misalignment of the Bent 3 column was detected by our survey crew. On November 17, 1976, a more precise check revealed that the span length between Bent 3 and Bent 4 was 0.58 feet short. The contractor was advised to take corrective action at this time. Several subsequent meetings between the State and the contractor ensued with no resolution being made of the responsibility for correction and no corrective action taken until May 1977. Corrective action consisted of digging out the column backfill to the top of the footing and applying tension to the top of the cross beam of the column with cables and with a "come-along" device equipped with a scale to prevent overtensioning of the column. This procedure corrected approximately one-half of the vertical misalignment. The remaining correction was done in the beams and diaphragms.

The contractor claims that the column movement was due to a design error in not properly taking into account the unstable nature of the substrata material underlying the fill which was placed adjacent to column 3. The contractor further contends that the placing of the embankment on this unstable material resulted in lateral forces being transmitted to the column footing and resulting in the column movement.

The State Construction Engineers contend that the column movement resulted from forces applied to the column stem by the contractor in the placement of the fill materials and not to any movement or forces in the underlying strata.

In essence no one saw the column move, or observed contractor or natural occurrences which may have resulted in the column movement. The Board is unable to determine the true cause and therefore recommend that the parties share and share alike in the cost of corrective action.

The contractor's original claim for $10,024.49 was found to include a number of items which were not related to the column alignment correction. The true cost of corrective action has been determined to be $5,565. The Board therefore recommends an offer of $2,782.50 be made to the contractor to settle this claim. With your approval, I will so advise the contractor.

OBJ:fr

cc: R. L. Schroeder, Chairman
Claims Review Board
Jack Sollis

APPROVED
STATE HIGHWAY ENGINEER
DATE: 7-19-78

8310

July 18, 1978

Roy E. Ladd, Inc.
Post Office Box 756
Redding, CA 96001

Gentlemen:

Time Extension Request
Slater Creek-Mystic Creek Section
Contract No. 8310

Your request for additional time in which to complete the above project has been carefully evaluated and a time extension of an additional 125½ calendar workdays is hereby granted. The contract time allowed in which to complete the work is accordingly increased to a new total of 670½ calendar workdays.

In granting this additional time, consideration was given to work done under Price Agreements 4, 11 and 12 and Extra Work Orders 3, 4, 8, 9, 21 and 22. Consideration was also given for the overrun in the General Excavation item.

The initial time extension on this project which was granted on November 15, 1977, was based on the work done under Price Agreement No. 6 and Price Agreement No. 19 and a three-day work stoppage due to an earth slide.

Should you have further questions in this matter, please contact the Resident Engineer or the Region Engineer.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr ia

bc FHWA
C. T. Keasey
Robert Church
Alfred Shirley, Jr.
Richard Hacek
A. W. Bates

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE, Salem, OR 97301

DATE: July 14, 1978

In reply refer to: HFO.1-OR

SUBJECT: Oregon Project RF-DP-29 (26)
Mystic Creek-Slater Creek Section
Coos Bay-Roseburg Highway

FROM : G. L. Green, Division Administrator

TO : H. S. Coulter
State Highway Engineer, DOT

Mr. Coulter's letter of July 3, 1978 recommends granting an additional 125½ day time extension for the subject contract. I concur with the recommended 125½ day time extension based on the information contained in Mr. Coulter's letter.

G. L. Green

cc: Region 3, J. Gix

RECEIVED
STATE HWY ENGR
JUL 18 '78
REFER TO
FOR
Info | Inves. | R/W | D/E | Sign | Act | File

DATE: July 3, 1978

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Slater Creek-Mystic Creek Section
FAP No. RF-DP-29(26)
Contract No. 8310

The contractor on the subject section, Roy E. Ladd, Inc., has requested an additional time extension of 128½ calendar workdays in which to complete the work under this project. An interim time extension of 45 calendar workdays was granted November 15, 1977. Some pertinent contract time data are as follows:

Contract awarded	October 29, 1975
Calendar day count started	November 19, 1975
Work started	March 29, 1976
Original time specified	500 calendar workdays
Interim time extension	45 calendar workdays
Time used to 6-16-78	567 calendar workdays
Total anticipated time to complete	673 calendar workdays
Total time requested	673½ calendar workdays

The first time extension of 45 calendar workdays was granted on the following items:

Price Agreement No. 6	2 calendar workdays
Price Agreement No. 19	40 calendar workdays
Work delay due to slide	3 calendar workdays
Total	45 calendar workdays

The contractor claims an additional 49 calendar workdays for added work covered by extra work orders and price agreements and 79½ additional calendar workdays due to an overrun of approximately 156,000 cubic yards in the general excavation bid item.

The contractor claims 2 calendar workdays for work done under Price Agreement No. 4, place temporary pipe to facilitate channel; 3 calendar workdays for work done under Price Agreement No. 6, remove surcharge

from waste area No. 2 to relieve forces causing slide; 17 calendar workdays for work done under Price Agreement No. 11, excavate unstable material and place rock inlay at approximate station 1444; 3 calendar workdays for work done under Price Agreement No. 12, excavate below subgrade and backfill with select granular material, station 1264 to 1269; 8 calendar workdays for work done under Extra Work Orders No. 3 and No. 4, cut and deck merchantable timber; 1 calendar workday for work done under Extra Work Order No. 8, additional clearing at waste area No. 3; 10 calendar workdays for work done under Extra Work Order No. 9, excavate to expose 36" CMP, reestablish pipe grade and backfill; 3 calendar workdays for work done under Extra Work Order No. 21, remove unstable fill material, station 1435 and station 1385 to facilitate placement of inlays; 2 calendar workdays for work done under Extra Work Order No. 22, additional clearing to create new waste area. The total amount of time claimed by the contractor for delays occasioned by the above change orders is 49 calendar workdays. In reviewing the project records, we find we must agree with the contractor's claim in all cases except for the work done under Price Agreement No. 6. Time required for this work was granted in the interim November 15, 1977, time extension. It is therefore recommended that 46 calendar workdays be granted for the above listed change orders.

The revised figures on the general excavation item indicate an overrun of 156,000 cubic yards, or approximately 13½ percent. Some of this work involves slide correction work done at unit prices. The contractor has supported his claim with a detailed station by station analysis of the additional time required occasioned by the increase in earthwork. A copy of this analysis is attached. A careful review of the data contained in the contractor's submittal indicates justification for time claimed. It is therefore recommended that 79½ calendar workdays be granted for the overrun in general excavation.

The preceding analysis indicates that a time extension of 125½ additional calendar workdays is justified. A further analysis was made on a cost basis for comparison purposes. The present cost estimate for the project indicates a $2,115,479.00 increase over the original contract amount. This is a 33 percent increase. The original contract time was 500 calendar days, hence 500 x 0.33 = 165 calendar days. To this total must be added 3 calendar workdays during which work was stopped due to a slide. This time was granted in the interim time extension, so the total time on the added cost basis amounts to 168 calendar days from which must be subtracted the interim time extension of 45 days yielding a net of 123 calendar workdays to be applied to this second time extension request, and this compares quite favorably with the 125½ days arrived at on the work analysis basis.

The contractor has yet to complete some work covered by extra work orders and price agreements relating to slide correction activities and he may make a third time extension request upon completion of that work. These added work orders have not been included in the present evaluation.

It is recommended that an additional 125½ calendar workdays be granted at this time. This will increase the time allowed from the present 545 calendar workdays to a total of 670½ calendar workdays.

Your concurrence is requested.

OBJ:fr ji

Attachments

bc: C. T. Keasey
Robert Church
Alfred Shirley, Jr.
Richard Hacek
A. W. Bates

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 26, 1978

FILE: CON 5 #8310

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
Slater Creek-Mystic Creek Section
Contract No. 8310

TO: H. S. Coulter
State Highway Engineer

The contractor on the subject section, Roy E. Ladd, Inc., has requested an additional time extension of 128½ calendar workdays in which to complete the work under this project. An interim time extension of 45 calendar workdays was granted November 15, 1977. Some pertinent contract time data are as follows:

RECEIVED
STATE HWY ENGR
JUN 28 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Contract awarded	October 29, 1975
Calendar day count started	November 19, 1975
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Original time specified	500 Calendar workdays
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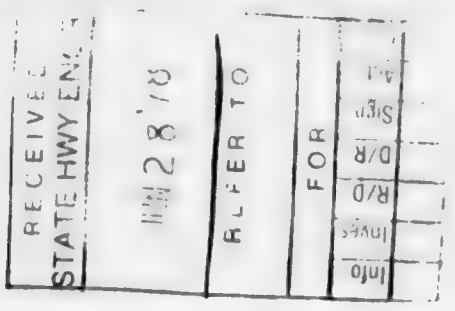
Total	45 calendar workdays

The contractor claims an additional 49 calendar workdays for added work covered by extra work orders and price agreements and 79½ additional calendar workdays due to an overrun of approximately 156,000 cubic yards in the general excavation bid item.

The contractor claims 2 calendar workdays for work done under Price Agreement No. 4, place temporary pipe to facilitate channel; 3 calendar workdays for work done under Price Agreement No. 6, remove surcharge from waste area No. 2 to relieve forces causing slide; 17 calendar workdays for work done under Price Agreement No. 11, excavate unstable material and place rock inlay at approximate station 1444; 3 calendar workdays for work done under Price Agreement No. 12, excavate below subgrade and backfill with select granular material, station 1264 to 1269; 8 calendar workdays for work done under Extra Work Orders No. 3 and No. 4, cut and deck merchantable timber; 1 calendar workday for work done under Extra Work Order No. 8, additional clearing at waste area



No. 3; 10 calendar workdays for work done under Extra Work Order No. 9, excavate to expose 36" CMP, reestablish pipe grade and backfill; 3 calendar workdays for work done under Extra Work Order No. 21, remove unstable fill material, station 1435 and station 1385 to facilitate placement of inlays; 2 calendar workdays for work done under Extra Work Order No. 22, additional clearing to create new waste area. The total amount of time claimed by the contractor for delays occasioned by the above change orders is 49 calendar workdays. In reviewing the project records, we find we must agree with the contractor's claim in all cases except for the work done under Price Agreement No. 6. Time required for this work was granted in the interim November 15, 1977 time extension. It is therefore recommended that 46 calendar workdays be granted for the above listed change orders.

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The contractor has yet to complete some work covered by extra work orders and price agreements relating to slide correction activities and he may make a third time extension request upon completion of that work. These added work orders have not been included in the present evaluation.

It is recommended that an additional 125½ calendar workdays be granted at this time. This will increase the time allowed from the present 545 calendar workdays to a total of 670½ calendar workdays. A rough draft response to the contractor is attached.

This is a Federal-aid Primary project and FHWA concurrence in this time extension is required. A rough draft letter to the FHWA is attached.

OBJ:fr
Att.
cc: James J. Gix
A. W. Bates
Robert Church

TIME EXTENSION STUDY

ROADWAY EXCAVATION

Location Station	Original Contract Qty.	Revised Contract Qty.	Increase or Decrease Qty.	7-Day Weekly Production At Location		Additional Days Required
1246	0	0				
			- 1869	-		- 1 Day
1264			+ 7398	16000		3.2
1280			- 49	16000		- 0.02
1308 L3			+ 6790	14800		3.2
1311 L5			+ 9473	11600		5.7
1327+50 Str.			0			
1330+50			+ 7628	20000		2.7
1345+50			+ 1621	16800		0.7
1362+50			+ 1595	15000		0.7
1379		373459.5				
Str. 1381+40	0	0	+ 3533.3	14400		1.7
1386	9340	12873.3	+ 13,115.1	10000		9.2
1392	36332	52980.4	- 700	4000		- 1.2
1398	97851	113799.3	+ 420.7	11000		0.3
1404	173763	190132	+ 13,477.2	9000		10.5
1410	200019	229865.2	- 4,911.9	26000	Double Shift	- 1.3
1415+50	222703	247637.3	+ 1061.4	25600	Double Shift	0.3
1421+50	280769	306764.7	+ 9244.4	11200		5.8
1427+50	304632	339872.1	- 4552.9	11000		- 2.9
1433	320387	351074.2	- 21383.5	30000	Double Shift	- 5.0
1439	357450	366753.7	+ 48406.5	24000	Double Shift	14.1
1445	465710	523420.2	- 5949.6	35000	Double Shift	- 1.2
1450	486304	538064.6	+ 13219.5	30000	Double Shift	3.1
1456	539296	604276.1	+ 16431.4	40000	Double Shift	3.0
1462	606303	687714.5				

Location Station	Original Contract Qty.	Revised Contract Qty.	Increase or Decrease Qty.	7-Day Weekly Production At Location		Additional Days Required
1462	606303	687714.5	- 1966.6	40000	Double Shift	- 0.3
1468	636723	717167.9	+ 6797.8	35000	Double Shift	1.4
1474	709437	795679.7	+ 15565.7	16000		6.8
1480+50	759245	861053.4	+ 2225.8	5000		3.0
1485	760570	864604.2				
RCA Line		12418.7				
RCB Line		16488.0				
1483 Detour		1989.0				
Additional Misc. 1246 - 1485		59079.6	+ 19417.1	8000		17
Totals	1,172,000	1,328,039.0	+ 156,039 CY			79.5 Days

This roadway excavation was carried out on a very rigorous schedule. The contractor double shifted any material that was physically and economically possible to satisfy a continually updated production schedule to meet the specified contract time limit. An additional 156,039 CY ± was added to the general excavation quantities the result of curvature correction and miscellaneous excavation. This added excavation coupled with price agreement work and force account work created an unscheduled burden upon an already rigorous production schedule the result of which made it physically impossible to meet the original contract time limit.

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date May 9, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 545 days to 673½ days, within which to complete our Contract No. (Various), without the assessment of liquidated damages. The said contract is described as follows: Contract No. 8310, County: Douglas, Section: Slater Creek-Mystic Creek, Highway: CoosBay-Roseburg The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached Letter Dated 5-9-78

Respectfully submitted,

Roy E. Ladd, Inc.
Contractor

By [signature]

CONSENT OF SURETY

Date May 11, 1978

We, THE TRAVELERS INDEMNITY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
Attorney-in-fact

P.K. BIRDWELL

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8310 Contractor Roy E. Ladd

Highway Coos Bay-Roseburg

Section Slater Cr.-Mystic Cr.

Kind of Work Grading, Paving & Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

An additional 125½ calendar workdays granted. Consideration was given to work done under Price Agreements 4, 11 and 12 and Extra Work Orders 3, 4, 8, 9, 21 and 22. Consideration was also given for the overrun in the General Excavation item.

Recommended for Approval:

Division Engineer

For Construction Engineer or Bridge Engineer

State Highway Engineer

State Printing 27020

Contract No.	8310
Project designation	RF-DP-29(26) ~~State~~-Federal
Date awarded	10-29-75
Work started	3-29-76
Per cent completed	
No. of Workdays Allowed (Date)	545
No. of Workdays Used	
No. of Added Workdays Requested	128½

The Travelers Indemnity Company
Hartford, Connecticut

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS:
That THE TRAVELERS INDEMNITY COMPANY, a corporation of the State of Connecticut, does hereby make, constitute and appoint

——— P. K. Birdwell of San Francisco, California ———

its true and lawful Attorney(s)-in-Fact, with full power and authority, for and on behalf of the Company as surety, to execute and deliver and affix the seal of the Company thereto, if a seal is required, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof, as follows:

——— Any and all bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof ———

and to bind THE TRAVELERS INDEMNITY COMPANY thereby, and all of the acts of said Attorney(s)-in-Fact, pursuant to these presents, are hereby ratified and confirmed.
This appointment is made under and by authority of the following by-laws of the Company which by-laws are now in full force and effect:

ARTICLE IV, SECTION 13. The Chairman of the Board, the President, the Chairman of the Finance Committee, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Corporate Secretary or any Department Secretary may appoint attorneys-in-fact or agents with power and authority, as defined or limited in their respective powers of attorney, for and on behalf of the Company to execute and deliver, and affix the seal of the Company thereto, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof and any of said officers may remove any such attorney-in-fact or agent and revoke the power and authority given to him.

ARTICLE IV, SECTION 15. Any bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when signed by the Chairman of the Board, the President, the Chairman of the Finance Committee, any Executive Vice President, any Senior Vice President, any Vice President or any Second Vice President and duly attested and sealed, if a seal is required, by the Corporate Secretary or any Department Secretary or any Assistant Corporate Secretary or any Assistant Department Secretary, or shall be valid and binding upon the Company when duly executed and sealed, if a seal is required, by a duly authorized attorney-in-fact or agent, pursuant to and within the limits of the authority granted by his or her power of attorney.

This power of attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Directors of THE TRAVELERS INDEMNITY COMPANY at a meeting duly called and held on the 30th day of November, 1959:

VOTED: That the signature of any officer authorized by the By-Laws and the Company seal may be affixed by facsimile to any power of attorney or special power of attorney or certification of either given for the execution of any bond, undertaking, recognizance or other written obligation in the nature thereof; such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

IN WITNESS WHEREOF, THE TRAVELERS INDEMNITY COMPANY has caused these presents to be signed by its proper officer and its corporate seal to be hereunto affixed this 10th day of February 19 78.

THE TRAVELERS INDEMNITY COMPANY

THE TRAVELERS INDEMNITY COMPANY SEAL

By

Secretary, Surety

(Over)

S-2242 New 4-77 Printed in U.S.A.

8310

8

State of Connecticut, County of Hartford—ss:

On this 10th day of February in the year 1978 before me personally came D. J. Nash to me known, who, being by me duly sworn, did depose and say: that he resides in the State of Connecticut; that he is Secretary (Surety) of THE TRAVELERS INDEMNITY COMPANY, the corporation described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by authority of his office under the by-laws of said corporation, and that he signed his name thereto by like authority.

RUTH H. SOMERVILLE NOTARY PUBLIC CONNECTICUT

Ruth H. Somerville

Notary Public

My commission expires April 1, 1979

CERTIFICATION

I, Paul D. Tubach, Assistant Secretary (Surety) of THE TRAVELERS INDEMNITY COMPANY, certify that the foregoing power of attorney, the above quoted Sections 13. and 15. of Article IV of the By-Laws and the Resolution of the Board of Directors of November 30, 1959 have not been abridged or revoked and are now in full force and effect.

Signed and Sealed at Hartford, Connecticut, this 11 day of May 19 78 .

THE TRAVELERS INDEMNITY COMPANY SEAL

Paul D. Tubach

Assistant Secretary, Surety

D NGR 8 0 Act File

19

S-2242 (BACK)

TH.

8310

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: May ~~5~~ 10, 1978

NOTED
H. S. COULTER

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increased Project Authorization
Slater Creek-Mystic Creek Section
Coos Bay-Roseburg Highway
Contract No. 8310

This project is approximately 82 percent complete and an additional overrun of $964,823, or 11.5 percent, is anticipated. A previous increase of $676,068.09 in the authorization for this project was granted May 17, 1977.

The previous increase covered anticipated overruns in General Excavation $116,800; Flagging $201,750; and slide-related work $515,500. The present increase is necessary due to an additional overrun in General Excavation $161,200; Aggregate Base overrun $120,057; Cement Treated Base overrun $64,900; Asphalt Cement overrun $29,250; additional Flagging overrun $182,600; additional slide repair $383,600; and engineering overrun $173,250.

This project has been subjected to numerous slides and basically the project overruns are a result of correcting these conditions and maintaining a safe roadway for traffic.

Your approval is requested for an increase of $964,823.30 to a new total of $9,389,802.52. This is a federal-aid primary project and all of the increased work is expected to be federal participating.

This matter will be on the Consent Calendar for your May 30 meeting.

OBJ:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
Alfred Shirley, Jr.
V. E. Skoog
George Bell

RECEIVED
STATE H'WY ENGR
MAY 11 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
DOT OPERATIONS
MAY 05 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

5-10

Scott,
Maybe we should consider increasing design authorization for ——

5-19

We are working on alternates

8310

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 2, 1978

FILE: CON 5 #8310

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increased Project Authorization
Slater Creek-Mystic Creek
Contract No. 8310

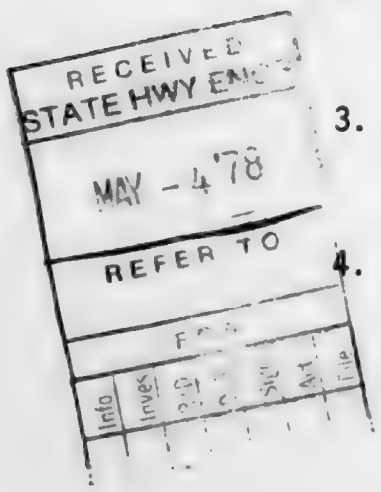
This primary Federal-aid project is now approximately 82 percent complete and an additional project overrun of $964,823.00, or 11.5 percent, is anticipated. A previous increase in the authorization for this project was granted on May 17, 1977. The major items involved in both overrun requests are:

Item	Original Contract	1st Overrun	(Additional) 2nd Overrun	Total
Gen. Excavation	$2,109,600.00	$118,800.00	$161,200.00	$2,389,600.00
Aggregate Base	129,500.00	-	120,057.00	249,557.00
C.T.B.	676,800.00	-	64,890.00	741,690.00
Asphalt in Mix	194,400.00	-	29,250.00	223,650.00
Flagging	90,000.00	201,750.00	182,602.87	474,352.87
Ret. Walls	265,000.00	487,096.92	-	752,096.92
Slide Repair	259,000.00	28,377.62	383,577.63	661,954.25
Contingencies	309,956.45	(-159,956.45)	(-150,000.00)	(-309,956.45)
Engineering	551,033.68	-	173,245.80	724,279.48
		$676,068.09	$964,823.30	

As indicated above, the causes for the second overrun are General Excavation, Aggregate Base, Cement Treated Base, Asphalt in Mix, Flagging, Slide Repair, and engineering. The reasons for these overruns are:

1. General Excavation. Additional Excavation work is necessary in slide areas, several extensive road approaches and the removal of detours is required but not included in the contract quantities. Some slope flattening not shown in the plans was required.

2. Aggregate Base. Insufficient quantities were included in the contract for temporary detours, stage construction and slide repairs.



3. Cement Treated Base. The overrun in this item is due to a specific gravity of the aggregate greater than estimated in the plan quantities and to slide repairs.

4. Asphalt in Mix. This overrun is due to the actual mix design requiring more asphalt than estimated and to the use of additional pavement quantities in slide repair areas and on temporary detours.

5. Flagging. This overrun is due to the need for increased traffic control in hazardous work areas and because the project will overrun in time approximately two months.

6. Slide Repair. Numerous slides have occurred on the project and this overrun is required to properly correct these conditions.

7. Engineering. This overrun is due to the extensive work necessary to cope with the numerous slides on the project and to design and inspect their correction. The overrun is also partly due to the overrun in contract time of approximately two months.

It is recommended that the authorization for this project be increased by $964,823.30 to a new total of $9,389,802.52. The Region recommends the deletion of project 323, Roseburg SCL-Jct. Coos Bay/Roseburg Hwy., from the six year program if no other funds are available to finance this overrun.

A rough draft letter to the Transportation Commission is attached.

OBJ:fr

Att.

cc: Robert Church

8-3-10

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

3-21-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RF-DP-29(26)

S[illegible] PROJECT NO.
See Below

COUNTY NAME
DOUGLAS

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RF 63 & 64

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
10-1-75	2-1-78	Primary 14 / Primary 35

GENERAL LOCATION:

"Slater Creek - Mystic Creek"

GENERAL DESCRIPTION OF WORK:

Install additional slope indicator tubes at Mandatory Waste Area #2, and Reinforced Earth Wall #5 Slide

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 2-1-78, as requested in Mr. Keasey's letter of 3-10-78 as being in the public interest for the use of State Forces to proceed with the above work. Supplemental State Force Order No. 8 is approved for TEC NTE $20,000, Federal funds $17, 160.

Swan 3-24

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-21-78	[signature]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8315

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
F -29(25)
PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RF-62

COUNTY NAME
Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	3-9-78	Primary 14 / Primary 35

GENERAL LOCATION:

"Slater Creek - Mystic Creek Section"

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

XX ☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 2-27-78 letter you are authorized to proceed with the actual acquisition of files 50147 and 50148 at TEC NTE $1,000- Federal funds $781.
Federal participation is limited to that right of way actually incorporated in the final location.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-9-78	D. K. Hamm	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

#8310

35

Salem, Oregon
February 8, 1978

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
BUILDING

30147 - Longview Fibre Co.
30148 - Moore Mill & Lumber Co.
Slater Cr.-Mystic Cr. Section
Coos Bay-Roseburg Highway
Douglas County

Attached are 2 descriptions, an authorization and R/W prints covering additional R/W for the subject contract project.

These areas were basically covered by Permits of Entry (copies attached) and were requested by Region 3.

BY:

Floyd O. Scott
R/W Desc. Engineer

FOS:mg

Attach.

FORM 81.734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

ROSEBURG, OREGON 97470

January 10,1978

FILE: LOC-16 1

FROM: ELLIOTT PARKER Region Geologist
by James. A. Bilderback Assist. Reg. Geo.
James A. Bilderback

TO: ALFRED W. BATES
Resident Engineer

SUBJECT: MANDATORY WASTE DISPOSAL #2
SLIDE STABILIZATION AND ANALYSIS
Left of Sta's. 1432 - 1440
SLATER CREEK-MYSTIC CREEK SECTION
Coos Bay-Roseburg Highway

In the monitoring of the mandatory waste disposal area #2 slide problem, we have continually noted a high water table zone. This is particularly noted in S.I. tubes # 1, 2, 6, where water levels as of Dec. 20,1977 were at two (2), Three (3), six (6) feet, respectively.

This high water zone occurs throughout the year with the lowest recorded water level being 13.8' in S.I. #2 on December 23,1976. The hydrostatic pressure formed by this water force is undoubtedly a prime factor in the shearing off of the top of the cutslope below S.I. tube #8. The prominent visual cracks on the slope have been recorded thru tattle tale lines by your crew but an indication of the amount of movement has also been recorded by way of an inclinometer instrument. Slope indicator tube #8 was closed off at 36' due to an overall movement of approximately 2" since Sept. 1976.

During the emplacement of the Buttress, during October 1976, movement showed up in S.I. #2-76 at 98 feet in depth. This movement has been slow-- movement of about 0.125" has occured during Oct.,Nov., Dec. 1976. There was a definite renewed movement from Jan. 1977 to June 1977 (total movement of approx. 0.6 inch), most of this movement followed heavy rains during the last of February and first of March. A slight creeping movement has continued so that a total movement of approx. 1.2 inches has occurred since October 1976. We feel that it is quite important that this movement be stopped since it affects material to a depth just below the existing new paved section. The size of the potential of this slide makes attempts at equilibrium quite important.

PROPOSED HORIZONTAL DRAINS

Horizontal drains are proposed for reducing the bouyancy effect, which is causing an effective lowering of support at the toe. If the drains were completely effective as proposed, water could be lowered as much as 40 feet in the "high water basin" of the slide (see map showing high water level zone).

At present some water is flowing thru water courses above the rock buttress on its' west end. Some permeability would appear to exist as indicated by this and other cut slopes on the project. It is proposed that the horizontal drains be drilled off of the rock buttress-- This provides a suitable work platform plus an advantageous elevation.

REFERRED TO
Beard ____ Dorn ____
Cole ____ Sample ____
Eriksen ✓ Watson ____
Hager ____ Leu ____
Return Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

Vorstoog ____
Christensen ____
George ____
Olson ____
Terpin ____
Sullivan ____
Scott ____
Savage ____
Trout ____

RECEIVED
JAN 17 1978
ENGINEERING SECTION

Do Not File ☐
Return To ____
Bring Up ____/____/____
Action ____

A completely successful horizontal drain program should increase the safety factor in the "high water basin area" considerably (at least 20% over a portion of the slide). This is based upon a year around potential water lowering from 12 feet below the surface (average for S.I. #1,2,6) to approximately 50 feet below the surface. The original buttress design from Frank Terpins' office (Sept. 20,1976) was for a safety factor of 1.19.

We are proposing eight (8) horizontal drain holes for a total of 2700' (337' average length). Based upon an estimated price for:

Jensen Drilling Co. Springfield, Oregon	2700' X $8.00/foot drilling =	$21,600.00
	2700' X $1.00/foot pipe inst.=	$ 2,700.00
	Estimated TOTAL	$24,300.00

We also propose that our drilling crew could drill the holes (probably taking a longer elapsed period of time).

Parker Crew	2700' X $7.00/foot drilling =	$18,900.00
	2700' X $1.00/foot pipe inst.=	$ 2,700.00
	Estimated TOTAL	$21,600.00

Since timing and work loads may govern, a comparison estimate has been made for a private company and for our crew doing the drilling (as time permits).

PROPOSED SLOPE TUBE INSTALLATIONS

A field inspection during the fall of 1976 was attended by Ed Johnsen, Ron Chassie, J.X. Wilson, etal. This inspection team looked over the old slide cracks and the area in general, and suggested that slope tubes be installed to monitor this western segment of Mandatory Waste Disposal #2. From this, and the preferred placement of back up tubes (along a particular section), we have layed out four (4) additional S.I. tube holes (see attached sketch map).

Time was lacking during the summer of 1977. The first attempts at placing these tubes was with the General Contractors air track wagon drill-- on November 16,1977. A "lake of mud" was intercepted at 20-25' in depth from the flat waste area top. This slurry was from a light silt material near the water level (for this time of year). The holes "flowed-in" and it was impossible to drill beyond fifty (50') feet. This depth was not worthwhile even if this amount of steel could have been put in.

The proposed holes should average approximately 110-120' deep (to approximately 1040' elevation).

4-holes @ 120' deep =	480' @ $20.00/foot =	$9,600.00
	steel supplies =	$ 400.00
	TOTAL (S.I.)	$10,000.00

We propose to complete the above drilling with our forces--crew #085-03. We request that funds be allocated to cover the above two items of proposed expenditure.

c.c. J.H. Versteeg
Frank Terpin
Alfred Shirley, Jr.
file

enclosures 2 maps
Water level tab.

Form E-40

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Waste Area #2 Slide
Slater Crk - Mystic Crk Sec.
Coos Bay - Roseburg Hwy

Water Levels

Tube #	Date / W.L.	Date / W.L.	Date / W.L.	Date / W.L.	Date / W.L.	Date / W.L.	Date / W.L.	Date / W.L.
1	9-8-76 / 8±	9-22-76 / 7±	9-29-76 / 8±	10-6-76 / 7±	10-22-76 / 7±	11-23-76 / 7±	1-4-77 / 7±	1-27-77 / 7±
2	9-17-76 / 21±	9-22-76 / 22±	9-29-76 / 22±	10-5-76 / 22±	10-22-76 / 22±	11-23-76 / 23±	1-4-77 / 22±	1-27-77 / 22±
3	9-15-76 / 41±	9-21-76 / 18±	9-29-76 / 10±	10-5-76 / 11±	10-21-76 / 13±	11-23-76 / 14±	12-23-76 / 15±	1-4-77 / 19±
4	9-15-76 / Dry?	9-23-76 / Dry?	10-5-76 / Dry?	10-21-76 / Dry	11-23-76 / Blow of Hole	1-4-77 / 48±	1-27-77 / Dry	5-25-77 / 49
5	9-17-76 / 38±	9-22-76 / 38±	10-5-76 / 38±	10-21-76 / 39±	11-23-76 / 39±	1-4-77 / 40±	1-27-77 / 39±	5-25-77 / 36±
6	9-21-76 / 9±	9-29-76 / 10±	10-6-76 / 8±	10-22-76 / 8±	1-4-77 / 9±	1-27-77 / 10±	5-25-77 / 10±	1-4-78 / 8±
7	9-29-76 / 52±	10-5-76 / 53±	10-22-76 / 54±	11-5-76 / 55±	11-23-76 / 56±	1-4-77 / 59±	1-27-77 / 59±	5-27-77 / 57±
8	9-22-76 / 29±	9-29-76 / 31±	10-5-76 / 32±	10-21-76 / 33±	11-5-76 / 34±	11-23-76 / 35±	1-4-77 / 36±	1-27-77 / 37±
9	10-6-76 / 37±	10-21-76 / 37±	12-23-76 / 46±	1-4-77 / 46±	1-27-77 / 47±	5-25-77 / 50±	1-4-78 / 43±	
1	5-25-77 / 2±	1-4-78 / 1±						
2	5-25-77 / 7±	12-20-77 / 3±	1-4-78 / 4±					
3	5-25-77 / 11±	1-4-78 / 7±						
4	1-4-78 / 50±							
5	12-20-77 / 32±	1-4-78 / 29±						
6								
7	1-4-78 / 55±							
8	5-27-77 / 36±	12-20-77 / 35±	1-4-78 / 34±					
9								

145

A 1483

S.I. #64

10.

1

SP*32386-T34

SLOPE TUBES

MAIID. WASTE DISPOSAL #2

"SKETCH"

NOT TO SCALE — LOCATIONS APPROX. LOCATED —

SLATER CREEK - MYSTIC ICE SECTION

JAN. 77 JB.

N

S.I. #9 (DEPTH 149') EL. ~1250

S.I. #6 (DEPTH 75') ELEV. ~1151

S.I. #2 (DEPTH 118') EL. 1135

S.I. #1 (DEPTH ~65') EL. ~1115'

S.I. #7 (DEPTH 108') EL. 1205'

S.I. #5 (DEPTH 77') EL. 1150'

S.I. #8 (DEPTH 76') EL. 1134'

S.I. #3 (DEPTH 47') EL. 1065'

S.I. #4 EL. 1070'

14+00

12+00

9+00

7+00

HAUL ROAD

PROPOSED SLOPE INDICATOR TUBES

SHOULDER OF WASTE FILL

Top of Cutslope

ROCK BUTTRESS 11/76

NEW HIGHWAY 42 ALIGNMENT

STA 1+32

STA 14+00

STA 13+65

STA 13+45

REINFORCED EARTH WALL #5

S.I. #9
(DEPTH 149')
EL. ~1250

19+00

18+00

12+00

S.I. #6
(DEPTH 75')
ELEV. ~1151'

9+00

S.I. #2
(DEPTH 118')
EL. 1135'

HAUL ROAD

PROPOSED SLOPE INDICATOR TUBES

S.I. #7
(DEPTH 108')
EL. 1205'

SHOULDER OF WASTE FILL

S.I. #1
(DEPTH 65')
EL. ~1115'

7+00

S.I. #5
(DEPTH 77')
EL. 1150'

S.I. #8
(DEPTH 76')
EL. 1134'

TOP OF CUTSLOPE

(DEPTH 47')
S.I. #3
EL. 1065'

ROCK BUTTRESS

NEW HIGHWAY 42 ALIGNMENT

STA 1432

STA 1437

STA 1440

STA 1445

REINFORCED EARTH WALL #5

EL. 1070'
S.I. #4

S.I. #2-76
(118')

8+00

S.I. #1-76
65'
Core Hole

AIR TRACK
S.I. #8-76
(29')

Top of cut as staked / restaked 9-8-76

NEW CRACKS (APPROX. AREA) 9/15

orig. crack

2:1

slope of cutslope changes (see cross-sections)

S.I. #3-76
(Depth 47')
Air Track Rock Cut

3:1

Revised d.t.m. grades (8-16-76)

14+40

S.I. #11
(For Reinforced Earth Wall Problem)

N 49650

14+12+50

S.I. #4-76
(DEPTH 49½')
AIR TRACK

Core hole
S.I. #27
(118')

8+00

S.I. #1
65'
Core hole

AIR TRACK
S.I. #8-76
79'

Top of cut as staked/restaked 9-8-76

orig. cracks

NEW CRACKS (approx. area) 9/15

18.0

2:1

(slope of cut/slope changes at this line) (see cross-sections)

S.I. #4
(Depth 47')
AIR TRACK ROCK CUT

3:1

Revised ditch grades (8-16-76)

1440

1442+50

S.I. #11
(FOR REINFORCED EARTH WALL PROBLEM)

8+00

7+00

6+00

SI #3-76
65'
Core hole

SI #2-76
(Depth 47')
Air Track
Rock Cut

SI #4-76
(Depth 49½')
Air Track

14+42.50

Haul road subgr

slope of cutslope changes
at this line
(See cross-sections)

2:1

3:1

1445 + 62.11 PT BK =
1445 + 64.21 P.T. AH =
1445 P.I.

2.6 P.I.

Scale: 1" = 50'

1445 + 62.11 PT BK =
1445 + 64.11 POT AH =

1445

Hand road subgr

STR-57A
(Depth 47')
Rip Rap

STR-57A

Curve Hold

3:1

2:1

slope of cut/slope limits
cut + this line)
(See typical sections)

300 (+3%)

400 (+3%)

350 (+3%)

400 (+3%)

8+00

14+50

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

November 3, 1977

Roseburg, Oregon

FILE:

FROM: Wallace Wilbett for A.W. Bates, Res.Eng'r.

SUBJECT: Slater Cr.- Mystic Cr. Section
Coos Bay- Roseburg HWY.
Douglas County
Contract No. 8310

TO: Alfred Shirley, Jr.
Regional Engineer

Herewith for reference to purchase R/W is print from R/W DRG. No. 9B-13-6, Part 2. This area is needed for Slide Correction purposes. Properties involved are Longview Fiber Co., File 47008, and Moore Mill & Lumber Co., File 48641.

At this time we have a permit of entry, but purchase of this area is necessary.

cc: V. Wilson, R/W

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
FEB 0 3 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

Files
50147 & 50148
to R/W 2-8-78

1/19/78
cc: Floyd Scott w/copy of print
John Grossman
Scott K

ROSEBURG FIELD
RECEIVED
APR - 1977

Bates 71-672-6617

② 48640

1437+04.66 P.I.
N 496,347.79
E 1,134,229.80

1439+77.58 P.S.

1434+92.56 P.T. BK.=
1434+89.26 P.O.T. Ah.
Sec. 4

0.12 Ac.±
4937

4.3 Ac.±
① 48640 R.A.
Deed 588-315

150
1440

N 42°54'00" E

1435

N 27°54'00" E

OSHD PROPERTY BY PRIOR NEGOTIATIONS (11-3-77)

COQUILLE

Toe of Rock

1432+40.90

1434+78.75 P.S.

1436+78.75 R.S.C.

1437+28.75 P.C.S.

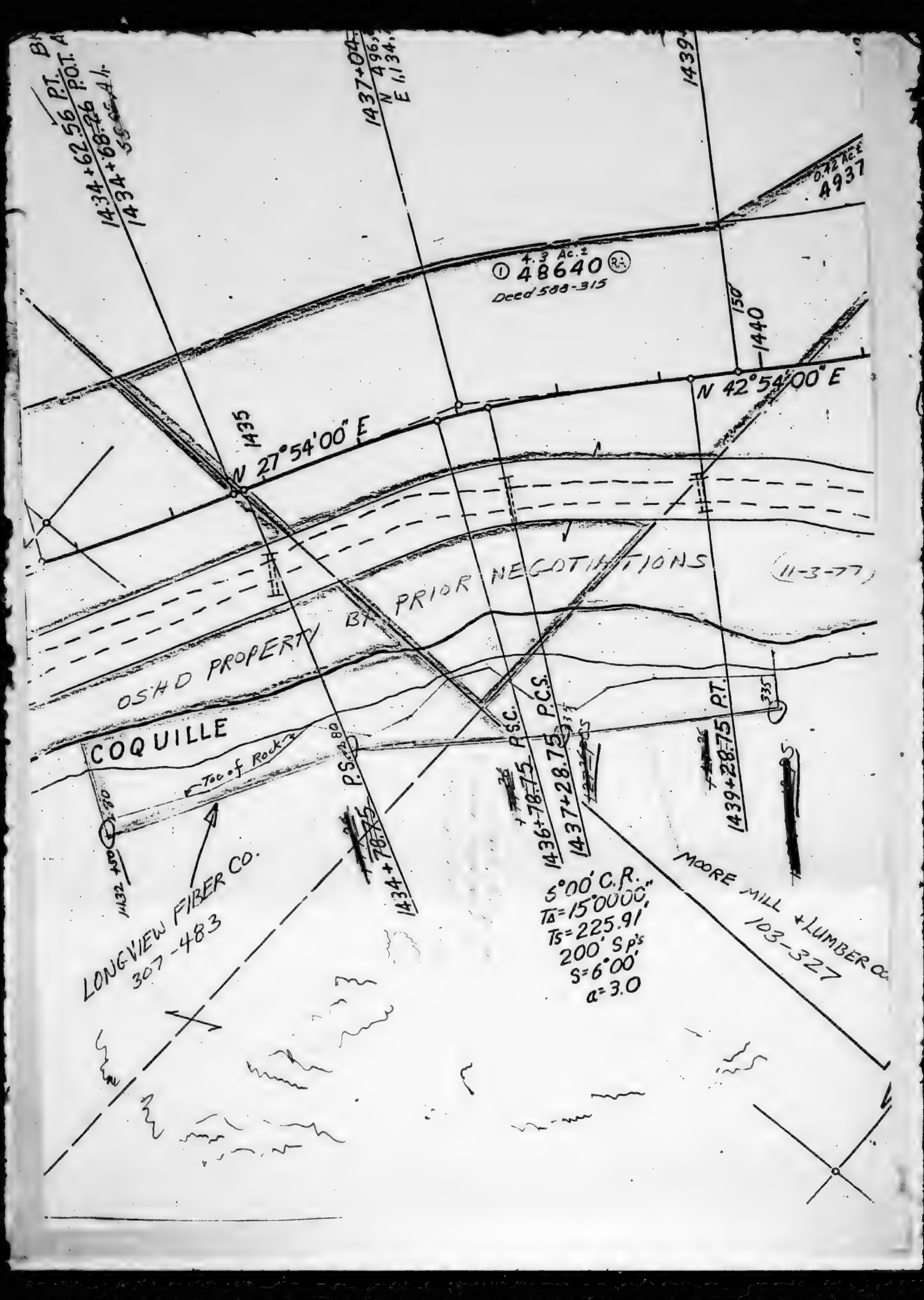
1439+28.75 P.T.

335

LONGVIEW FIBER CO.
307-483

MOORE MILL + LUMBER CO.
103-327

5°00' C.R.
T_A = 15°0000"
T_S = 225.91
200' Sp's
S = 6°00'
a = 3.0


1437+04
N 496,
E 1,134,
1439
0.72 Ac.±
4937
4.3 Ac.±
① 48640 R
Deed 588-315
150'
1440
N 42°54'00" E
1435
N 27°54'00" E
PRIOR NEGOTIATIONS
(11-3-77)
OSHD PROPERTY
BY
COQUILLE
Toe of Rock
P.S.C.
1436+78.75 P.C.S.
1437+28.75
1439+28.75 P.T.
335
1434+78.75
1432+50
LONGVIEW FIBER CO.
307-483
Δ 5°00' C.R.
TΔ = 15°0000"
Ts = 225.91
200' Sp's
S = 6°00'
a = 3.0
MOORE MILL + LUMBER CO.
103-327

8310

GEN. FILES

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2-50-2-63		State: Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Douglas
MODIFICATION NUMBER 1	1-25-78	Project Number: RF-DP-29(26)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 11, 1975 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,396,223	$ 8,815,979
Federal funds	$ 5,783,105	$ 6,893,212
Other revisions		

This modification is made for the following reasons:
To include overrun in bid item quantities and additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of January, 1978.

Oregon State Highway Division
(Official name of Highway Agency)

By [signature]

Technical Services Engineer
(Title)

By [signature]

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

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GEN FILES

Oregon State Highway Division
Salem, Oregon, December 29, 1977

Federal-aid Project
No. RF-DP-29(26)

SLATER CREEK MYSTIC CREEK SECTION
COOS BAY - ROSEBURG HIGHWAY
DOUGLAS COUNTY

Revised Project Agreement Estimate.

Type Code 6204
Roadway (Sta. 1246+00 to Sta. 1482+08.28)

Subtotal on previous estimat of October 31, 1975 $5,839,956.00

PREVIOUS ESTIMATE

General Excavation	1,172,000 Cu. Yd.	1.80	$2,109,600.00
Aggregate Shoulders	13,900 Ton	7.00	97,300.00
Cement Treated Base Mixture	75,200 Ton	9.00	676,800.00
Metal Bin Ret. Wall Sta. 1321+60	All Required		65,000.00
Metal Bin Ret. Wall Sta. 1405+75	All Required		75,000.00
Metal Bin Ret. Wall Sta. 1412+10	All Required		55,000.00
Metal Bin Ret. Wall Sta. 1424+25	All Required		50,000.00
Metal Bin Ret. Wall Sta. 1446+00	All Required		20,000.00
			$3,148,700.00

REVISED ESTIMATE

General Excavation	1,320,000 Cu. Yd.	1.80	$2,376,000.00
Aggregate Shoulders	30,000 Ton	70.00	210,000.00
Cement Treated Base Mixture	80,000 Ton	9.00	720,000.00
PA 1 Reinforced Earth Wall #1	All Required		91,000.00
PA 1 Reinforced Earth Wall #2	All Required		61,000.00
PA 1 Reinforced Earth Wall #3	All Required		52,000.00
PA 20 Reinforced Earth Wall #4	All Required		73,182.31

PA 20 Reinforced Earth Wall #5	All Required	368,086.42
PA 20 Reinforced Earth Wall #6	All Required	106,829.07
PA 20 Reinforced Earth Wall #7	All Required	90,443.08
EWO 3 Cut & Deck Timber	All Required	14,800.00
EWO 4 Cut & Deck Timber	All Required	25,500.00
EWO 5 Fall Hazard Trees	All Required	12,535.00
EWO 9 Excavat 36" Culvert Pipe	All Required	2,650.00
EWO 12 Pioneering & Re-shaping slope	All Required	4,400.00
EWO 16 Pilot Car	All Required	16,750.00
EWO 21 Remove Unstable Fill Material	All Required	4,500.00
EWO 22 Clearing R/W	All Required	3,075.00
EWO 23 Clean Finished Slopes	All Required	19,000.00
EWO 24 Clearing of Waste Area	All Required	3,175.00
EWO 25 Install 2" Water Line	All Required	10,100.00
EWO 27 Gunnite Slopes	All Required	7,000.00
EWO 28 Buttress Fill @ R. E. Wall #5	All Required	40,000.00
EWO 29 Install Movement Detector Tubes	All Required	5,730.00
EWO 31 Reclaim Select Rock	All Required	20,800.00
EWO 33 Install Perf. Drain Pipe	All Required	7,400.00
EWO 34 Slide Monitor & Removal	All Required	26,050.00
SFO 1 Work by Coos - Curry Elect. Coop.	All Required	14,726.11
SFO 7 Archeological Exam-ination	All Required	4,009.00
SFO 8 Install Slide Monitoring Devices	All Required	15,000.00
SFO 10 Waste Area Royalty	All Required	4,964.56
		$4,410,705.30
	Increase	$1,262,005.30
	Subtotal	$7,101,961.30
	Engineering	887,744.70
	TOTAL	$7,989,706.00

Type Code X081
Coquille River Bridge No. 9310 (Sta. 1320+26 to Sta. 1331+17.5)

Total same as previous estimate of October 31, 1975 $ 390,830.00

Type Code X081
Coquille River Bridge No. 9331 (Sta. 1397+10 to Sta. 1381+52)

Total same as previous estimate of October 31, 1975 $ 343,635.00

Subtotal	734,465.00
Engineering	91,808.00
Total	$ 826,273.00

Length of Roadway - - - - - - 4.570 miles
Length of Structures (2) - - 0.101 mile

Total Length - - - - - - 4.671 miles

Cost of Roadway per Mile - - $1,748,294.50

SUMMARY OF FUNDS

Description			Total Cost	Federal Funds	State Funds
Roadway	(EGC Funds)	G-1	$3,149,479.00	$2,462,577.00	$ 686,902.00
Roadway	(RF Funds)	G-2	3,420,471.00	2,674,466.00	746,005.00
Roadway	(F Funds		1,419,756.00	1,110,107.00	309,649.00
Structure	(RF Funds)	G-2	826,273.00	646,062.00	180,211.00
	TOTALS		$8,815,979.00	$6,893,212.00	$1,922,767.00

Group 1 - 43% Group 2 - 57%

Contract No. 8310

Prefix No. 10-1059

8310

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-73 & 11-74	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 11-11-75.	STATE Oregon COUNTY Douglas PROJECT NO. RF-DP-29(26)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Slater Creek-Mystic Creek

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-1-75	4.67
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 7,396,223.00	$ 5,783,105.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Johnston

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
for G. L. Green *(Division Engineer)*

Date executed by
Division Engineer _____

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, October 31, 1975

Federal-aid Project
No. RF-DP-29(26)

SLATER CREEK-MYSTIC CREEK SECTION
COOS BAY-ROSEBURG HIGHWAY
DOUGLAS COUNTY

Project Agreement Estimate.

Type Code 6204
Roadway (Sta. 1246+00 to Sta. 1482+08.28)

Furnish Field Laboratory	1 only	2,000.00	$ 2,000.00
Mobilization	All Required		350,000.00
Temporary Protection and Direction of Traffic	All Required		15,000.00
Temporary Signs	640 sq.ft.	10.00	6,400.00
Temporary Continuous Rail Traffic Barrier Reflectorized	200 lin.ft.	5.00	1,000.00
Flagmen	6,000 hour	15.00	90,000.00
Clearing and Grubbing	All Required		365,000.00
Removal of Structures and Obstructions	All Required		5,000.00
Ditch Excavation	2,550 cu.yd.	9.00	22,950.00
Embankment Foundation Excavation	66,200 cu.yd.	1.75	115,850.00
General Excavation	1,172,000 cu.yd.	1.80	2,109,600.00
Extra for Selected Native Soil	29,700 cu.yd.	1.50	44,550.00
Extra for Selected Rock Embankment, Type 1	2,590 cu.yd.	4.00	10,360.00
Extra for Selected Rock Embankment, Type 2	76,000 cu.yd.	0.50	38,000.00
Extra for Selected Rock Embankment, Type 3	82,300 cu.yd.	0.65	53,495.00
Overhaul	131,900 C-yd.sta.	0.10	13,190.00
Trench Excavation	6,720 cu.yd.	12.00	80,640.00
Finishing Roadbed and Slopes	All Required		2,000.00
Watering	12,100 M-gal.	2.00	24,200.00
Structure Excavation	4,980 cu.yd.	6.00	29,880.00
1" - 0 Aggregate Base	4,600 ton	7.00	32,200.00
Aggregate Shoulders	13,900 ton	7.00	97,300.00
Cement Treated Base Mixture	75,200 ton	9.00	676,800.00
Portland Cement in CTB Mixture	4,150 ton	70.00	290,500.00
Asphalt in Seal	150 ton	150.00	22,500.00
Class "C" Modified Asphalt Cement Mixture	30,800 ton	10.25	315,700.00
Asphalt Cement in Mixture	2,160 ton	90.00	194,400.00

Portland Cement Additive in Class "C" Modified Mixture	310 ton	70.00	$ 21,700.00
Asphalt in Tack Coat	130 ton	130.00	16,900.00
Aggregate in Sand Choke Seal	380 cu.yd.	9.25	3,515.00
1/4" - #10 Aggregate in Seal	600 cu.yd.	10.25	6,150.00
Rock Gabions	280 cu.yd.	30.00	8,400.00
Metal Bin Type Retaining Wall, Sta. 1321+60	All Required		65,000.00
Metal Bin Type Retaining Wall, Sta. 1405+75	All Required		75,000.00
Metal Bin Type Retaining Wall, Sta. 1412+10	All Required		55,000.00
Metal Bin Type Retaining Wall, Sta. 1424+25	All Required		50,000.00
Metal Bin Type Retaining Wall, Sta. 1446+00	All Required		20,000.00
8-inch Culvert Pipe	810 lin.ft.	5.00	4,050.00
12-inch Culvert Pipe	450 lin.ft.	6.00	2,700.00
18-inch Culvert Pipe	3,900 lin.ft.	9.00	35,100.00
24-inch Culvert Pipe	2,190 lin.ft.	12.00	26,280.00
36-inch Culvert Pipe	480 lin.ft.	18.00	8,640.00
48-inch Culvert Pipe	500 lin.ft.	19.00	9,500.00
Extra for Pipe Under Pavement	40 lin.ft.	8.00	320.00
8-inch Slip Joints	3 only	100.00	300.00
18-inch Slip Joints	13 only	150.00	1,950.00
24-inch Slip Joints	6 only	200.00	1,200.00
Concrete Inlet, Type Special M-E	2 only	1,100.00	2,200.00
Concrete Manholes	2 only	1,600.00	3,200.00
Concrete Inlets, Type G-1	25 only	850.00	21,250.00
Concrete Inlets, Type G-2	41 only	900.00	36,900.00
Concrete Inlets, Type M-E	8 only	1,000.00	8,000.00
6-inch Drain Pipe	5,000 lin.ft.	3.00	15,000.00
8-inch Drain Pipe	8,900 lin.ft.	4.00	35,600.00
12-inch Drain Pipe	210 lin.ft.	7.00	1,470.00
Special Filter Material in Drains	2,570 cu.yd.	12.00	30,840.00
Guard Rail, Type 1	650 lin.ft.	6.00	3,900.00
Guard Rail, Type 2A	15,100 lin.ft.	7.00	105,700.00
Guard Rail, Type 3	200 lin.ft.	14.00	2,800.00
Guard Rail Anchors, Type 1	7 only	250.00	1,750.00
Guard Rail Anchors, Type 2	14 only	250.00	3,500.00
Rail End Pieces, Type B	7 only	50.00	350.00
Rail End Pieces, Type C	7 only	125.00	875.00
Extra for Asphalt Approaches	20 only	100.00	2,000.00
Paved Culvert End Slopes	1,295 sq.ft.	5.00	6,475.00
Drainage Curbs	7,330 lin.ft.	1.50	10,995.00

Grouted Riprap	90 cu.yd.	75.00	$ 6,750.00
Guide Posts	300 only	15.00	4,500.00
Roadside Seeding and Mulching	70 acre	400.00	28,000.00
Planting Tree Seedlings	9,100 only	0.65	5,915.00
Planting Shrub Seedlings	3,300 only	1.30	4,290.00
Planting Willow Whips	3,845 only	0.80	3,076.00
			$5,765,556.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 2,000.00
Stage Construction Striping (S.F.)	All Required	1,000.00
Temporary Erosion Control (E.W.)	All Required	25,000.00
On-the-Job Trainees (8 at $800)(E.W.)	All Required	6,400.00
Construct Stream Pollution Control During Channel Change (E.W.)	All Required	5,000.00
Obliterate Boulders in Stream (E.W.)	All Required	15,000.00
Construct Horizontal Drains (E.W.)	All Required	20,000.00
		$ 74,400.00
	Subtotal	$5,839,956.00
	Engineering	729,994.00
	Total	$6,569,950.00

Type Code X081

Coquille River Bridge No. 9310 (Sta. 1320+26 to Sta. 1331+17.5)

Shoring, Cribbing, Etc.	All Required (50%)		$ 20,000.00
Structure Excavation	630 cu.yd.	15.00	9,450.00
Structural Excavation Below Elevation Shown	60 cu.yd.	25.00	1,500.00
Furnish HP 10x42 Steel Piling	720 lin.ft.	9.00	6,480.00
Furnish HP 14x73 Steel Piling	384 lin.ft.	15.00	5,760.00
Drive Steel Piles	25 only	400.00	10,000.00
Splice Steel Piles	6 only	30.00	180.00
Structural Concrete, Class 3300 (1,045 cu.yd.)	All Required (53%)		111,300.00
Structural Concrete, Class 4000 (610 cu.yd.)	All Required (51%)		66,300.00

85'/90' Type IV Prestressed Beams	1 only	4,700.00	$ 4,700.00
90'/95' Type IV Prestressed Beams	6 only	4,700.00	28,200.00
95'/100' Type IV Prestressed Beams	7 only	5,500.00	38,500.00
100'/105' Type IV Prestressed Beams	7 only	5,500.00	38,500.00
Reinforcement (303,500 lb.)	All Required (48%)		43,200.00
Reinforced Concrete Bridge End Panels	212 sq.yd.	30.00	6,360.00
8-inch Culvert Pipe	100 lin.ft.	4.00	400.00
			$ 390,830.00

Type Code X081

Coquille River Bridge No. 9311 (Sta. 1379+10 to Sta. 1381+52)

Shoring, Cribbing, Etc.	All Required (50%)		$ 20,000.00
Structure Excavation	755 cu.yd.	15.00	11,325.00
Structure Excavation Below Elevation Shown	80 cu.yd.	25.00	2,000.00
Furnish HP 10x42 Steel Piling	300 lin.ft.	9.00	2,700.00
Drive Steel Piles	10 only	400.00	4,000.00
Splice Steel Piles	2 only	30.00	60.00
Structural Concrete, Class 3300 (1,045 cu.yd.)	All Required (47%)		98,700.00
Structural Concrete, Class 4000 (610 cu.yd.)	All Required (49%)		63,700.00
75'/80' Type III Prestressed Beams	16 only	3,500.00	56,000.00
80'/85' Type III Prestressed Beams	8 only	3,800.00	30,400.00
Reinforcement (303,500 lb.)	All Required (52%)		46,800.00
Reinforced Concrete Bridge End Panels	255 sq.yd.	30.00	7,650.00
8-inch Culvert Pipe	75 lin.ft.	4.00	300.00
			$ 343,635.00
Subtotal			$ 734,465.00
Engineering			91,808.00
Total			$ 826,273.00

Length of Roadway - - - - - - 4.570 miles
Length of Structures (2)- - - 0.101 mile

Total Length - - - - - - - - 4.671 miles

Cost of Roadway Per Mile- - - $1,437,625.82

Work Retained in Program Status
(Not included in totals below)

Slide Correction (E.W.)	All Required	$ 250,000.00
Permanent Signing (S.F.)	All Required	12,000.00
Work by Coos-Curry Electric Co.	All Required	8,000.00
Move Historical Stone	All Required	2,000.00
Adjust Bear Creek Water Line	All Required	2,000.00
Warning Signs at Hwy. Jct. (S.F.)	All Required	8,000.00
Place Boulders in Channel Change (E.W.)	All Required	5,000.00
Lime-Treated Subgrade (E.W.)	All Required	25,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (EGC Funds) G-1	$3,149,479.00	$2,462,577.00	$ 686,902.00
Roadway (RF Funds) G-2	3,420,471.00	2,674,466.00	746,005.00
Structure (RF Funds) G-2	826,273.00	646,062.00	180,211.00
Totals	$7,396,223.00	$5,783,105.00	$1,613,118.00

Group 1 - 43% Group 2 - 57%

Contract No. 8310

Prefix No. 10-1059

SLATER CREEK-MYSTIC CREEK SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 1,500.00

#9310

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL PROJECT NO. 1 DP-29(26)
STATE PROJECT NO. See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. RF-63 & 64

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
10-1-75	1-25-78	Primary 14	Primary 35

GENERAL LOCATION:

"Slater Creek - Mystic Creek"

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program Change

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRIBUTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 1-25-78 letter, I approve the program change adding consolidated Primary Funds, appropriation code 010, to cover increased costs resulting from slide correction work.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-25-78	D. K. Swan	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

7310
Form 81-734-3208

STATE COPY

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 2-1-78
Contingent upon modification of project agreement if additional funds are required.
BY E. K. Hoefner
TITLE Dist. Engineer
DATE 3-31-78 January 16, 1978
FEDERAL HIGHWAY ADMINISTRATION
Contract No. 8920
Prefix 10-1959
F. A. Project No. RF-DP-39(26)
Order No. 37

Project Name Slater Creek-Mystic Creek
Highway Coos Bay-Roseburg
County Douglas
Contractor Roy E. Ladd, Inc.
Address P.O. Box 756 Redding, CA 96001

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Drill and place horizontal drains

2,700 lin.ft. (8 x 337.5')

RECEIVED
HWY DIV
MAR 27 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S.COULTER

Location by station numbers:

1432+00 to 1440+00

Estimate of quantities and cost:

Drilling . . . . . 2,700' x $8.00/ft. = $21,600.00
Pipe and installation . . 2,700' x $1.00/ft. = 2,700.00
$24,300.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Work was not included in the bid items and is a specialty item. See attached Geologist's report.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization		$5,424,900.
Present estimate of project costs, including $24,300.00 for work under this order		$ 503,053.
Expected [illegible] over-run		2,222.
Expected [illegible] over-run per cent		5.2

Space this item if this is for use of Salem Office

Submitted by: [illegible] Bates, Resident Engineer

Approval Recommended [illegible] Regional Engineer

Approval Recommended: For Construction Engineer of Bridge Engineer

Approved 2-1-78 [illegible] Construction Engineer

BP•79e04-734

8-310

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Equitable Center, Suite 100
530 Center, NE
Salem, Oregon 97301

DATE: January 3, 1978

In reply refer to: HB.3-OR

SUBJECT: Oregon Project No. RF-DP-29(26)
Slater Creek-Mystic Creek
Coos Bay-Roseburg Highway

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

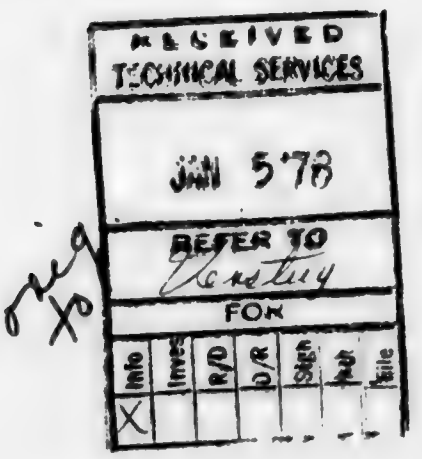
Attached is Mr. Chassie's report concerning the landslide under the reinforced earth wall on the subject project.

The report reflects our understanding of this slide including the mutually agreed scheme of correction.

G. K. Hoesmen
for G. L. Green

cc; w/attachment
OSHD, Mr. Yarbrough
OSHD, Mr. Johnson
Reg 3

NOTED
E. S. HUNTER



Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison Street
Portland, Oregon 97204

DATE: December 20, 1977

In reply refer to: HED-010.8

SUBJECT: Landslide Vicinity Reinforced Earth Wall
Roseburg - Coos Bay Highway
Oregon SR 42

FROM: Regional Geotechnical Engineer
Office of Environment and Design - Region 10

TO: Mr. G. L. Green
Division Administrator
HDA-OR Salem, Oregon

File:
RF-DP-27 (26)
Slater Cr. - Mystic Cr.
Coos Bay - Roseburg
#2

At the request of Tom Lowe of your office, I recently provided technical assistance on determining the cause of and developing a repair scheme for the subject landslide. The following summary of the technical points relating to the slide problem and the technical recommendations agreed to by the State and FHWA is provided for your information. Please feel free to forward a copy of this report to the State if you desire to do so.

Description of Slide

The slide occurred on October 5, 1977 on a section of Roseburg - Coos Bay highway (SR 42) that is being reconstructed approximately thirty miles west of Roseburg. The roadway is in a sidehill cut-fill section through this area. The natural terrain is very rugged with the roadway being constructed near the base of a steep canyon. The north fork of the Coquille River flows along the base of the canyon parallel to the highway.

For reference a general cross-section through the center of the slide area is attached. The cross-section shows the before and after slide condition and correction scheme.

It can be noted from the cross-section that the design calls for the roadway sitting upslope of the river approximately 105 feet above river level. A 30 foot high Reinforced Earth (R.E.) wall is located between the roadway and river with the top of the R.E. wall approximately 70 feet above the river. Further, the design calls for a 35 foot fill on a 1½ to 1 slope running from the top of the R.E. wall up to the roadway grade. The purpose of the R.E. retaining structure was obviously to reduce the amount of fill and to prevent fill from being placed in the river. The highway fill was within approximately 8 feet of grade when the slide occurred.

Unfortunately, the slide occurred at the location of the R.E. wall. Approximately the middle 300 feet of the 800 foot long wall was involved in the slide movement. The slide failure plane passed behind and below the R.E. wall. The slide head scarp came close to the roadway shoulder and toed out near river level. The R.E. wall underwent a significant displacement as a result of the slide movement. The top of the wall in the center of the slide was displaced 18 feet horizontally, the bottom of the wall was

displaced 23 feet horizontally, and the wall dropped 12 feet vertically. In spite of these tremendously large movements, the R.E. wall remained intact. Some spalling and cracking of some of the facing panels did occur (refer attached pictures and cross-section). Subsequent investigation revealed that the slide was due to overstressing of weak foundation soils located approximately 20 feet below the base of the R.E. wall.

Slide Investigation

Immediately after the slide occurred, State forces installed six slope indicators through the slide area in order to locate the depth of the slide failure plane and to determine ground water levels. Since the slope indicator holes were drilled with an air-trac drill, in order to speed installation, no soil samples were recovered. At our recommendation, the State made two more borings in the failure area using a rotary drill rig. These holes were continuously sampled. The borings both revealed interbedded sandstone and siltstone underlying the highway fill and R.E. wall. Visual inspection of the soil and core samples revealed a zone of soft silty clay existing at the siltstone contact. The depth of this soft zone coincided with the depth of movement detected by the slope indicators. Thus, the failure plane was located.

Corrective Scheme

The slide continued to move after the initial failure. Several of the slope indicators installed in the failed area sheared off within a two-three week period. It was obvious that time was critical. Based upon the slide conditions it was agreed that a rock buttress at the toe of the slide would provide the most positive and most economical solution to the slide problem. Due to the environmental concerns relating to placing a rock buttress in the river, the State obtained the necessary clearance from appropriate State and Federal agencies.

Based upon the slide geometry and the slope indicator and boring data, the slide was backanalyzed to determine the soil shear strength existing at failure. Using this backfigured soil strength, additional slope stability analyses were conducted to size the rock buttress. Based upon anticipated ground water levels, stability analyses indicate that the rock buttress shown on the attached cross-section will provide an adequate factor of safety of 1.3 with the highway fill slope reconstructed.

Buttress construction began approximately two weeks after the failure occurred. The buttress was completed through the failed area about mid-November. Approximately 36,000 C.Y. of rock form the buttress with the buttress being approximately 400 feet long at the top and 500 feet long at the base. The top of the buttress is at about mid-height of the R.E. wall. The buttress cost was approximately $60,000. The extremely low cost, even though the yardage is substantial, is due to the fact that the rock was waste material coming out of existing cuts on the project. Much of the $60,000 cost was for placement and handling.

Due to construction shutdown caused by heavy rains, the roadway fill slope will not be reconstructed until next spring. The reconstructed fill slope will be brought down to the top of the displaced R.E. wall and will be continued down over the face of the wall to where the fill slope will intersect the top of the rock buttress. In effect, the R.E. wall through the failed area will be buried.

Additional Subsurface Investigation

As noted previously approximately the middle 300 feet of the 800 foot wall was involved in the slide movement. This left about 250 feet of wall on each side of the failure area that did not move. However, since the slope geometry and amount of fill retained is similar to that through the failed area, we were concerned with the long term stability of the remaining wall. Upon discussing this with State personnel (please note that the principal State people involved with the slide problem were Messrs. Ed Johnson, Fred Yarbrough, Jim Gix, Al Bates, and Elliott Parker), it was agreed the State would drill three additional borings through the unfailed area. The borings were drilled near the base of the R.E. wall and revealed similar foundation conditions to those encountered in the failed area. Thus, it was agreed that the rock buttress should be extended through the remaining length of R.E. wall. This work will be done next spring when construction operations resume. It was agreed that the additional buttress need only be brought up to the base of the R.E. wall.

We had hoped that the buttress could be extended this construction season, however, as noted previously, the contractor had to cease construction operations due to heavy rains. Actually, it was fortunate to get the failed area buttressed prior to the contractor having to shut down. In my opinion, project personnel, particularly Al Bates, project engineer, and the contractor, are to be commended for fine cooperation and getting the buttress constructed as quickly as they did.

In addition, at our request additional slope indicators were installed along the entire length of R.E. wall to monitor movements through the winter.

Original Design

The State originally had a bin wall retaining structure designed through the slide location. The R.E. wall was incorporated into the project through a value engineering proposal submitted by the contractor.

Unfortunately, no foundation investigation was performed for either design. The lack of an adequate foundation investigation was, as State personnel admit, a major oversight. One reason given for not being more concerned with the foundation condition during design was that since the base of the retaining structure was to set just below and on about the same alignment as the old roadway, which was in a sandstone cut, the foundation would be adequate. In my opinion, this reasoning was in error from two standpoints. First, the new design called for placing approximately 60 feet of new fill along the old roadway grade, thus imposing substantial increased stress on the foundation. Second, based on the existing unstable terrain through this area, the soil profile evident in existing cuts, and borings drilled at other locations on the project, it was known that the sandstones and shales were interbedded and softer clay zones could be encountered, that it should not have been taken for granted that the foundation soils consisted solely of competent sandstone.

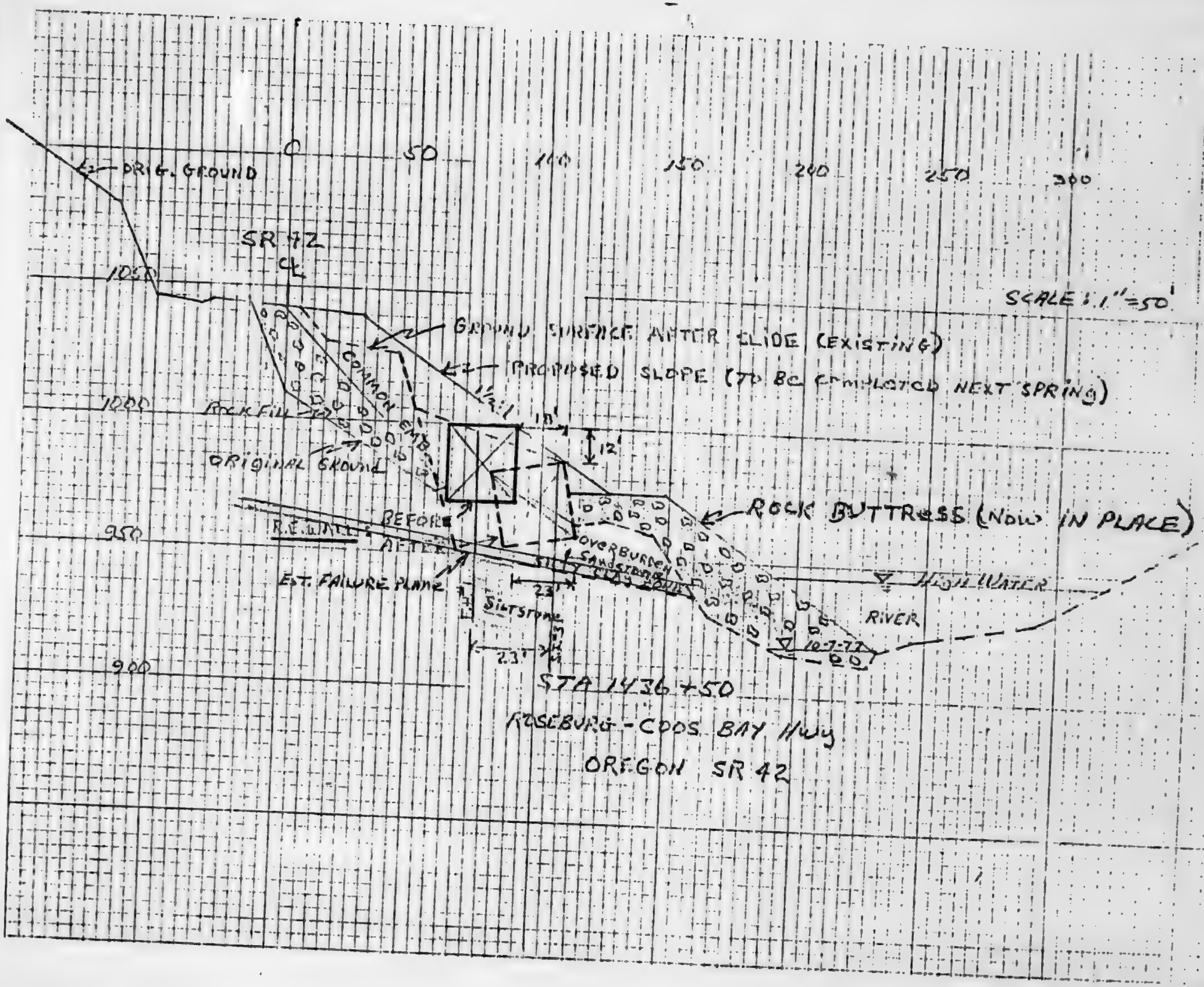
General Comments

In my opinion, it should be emphasized that the subject problem was a landslide problem and not an R.E. wall failure. The R.E. wall just happened to be sitting on the landslide. Unfortunate as it was, the slide did provide a dramatic full-scale test of an R.E. wall (the first we know of in the world) and demonstrated dramatically (1) the internal strength of a Reinforced Earth structure, and (2) that an R.E. wall does in fact perform as a gravity structure.

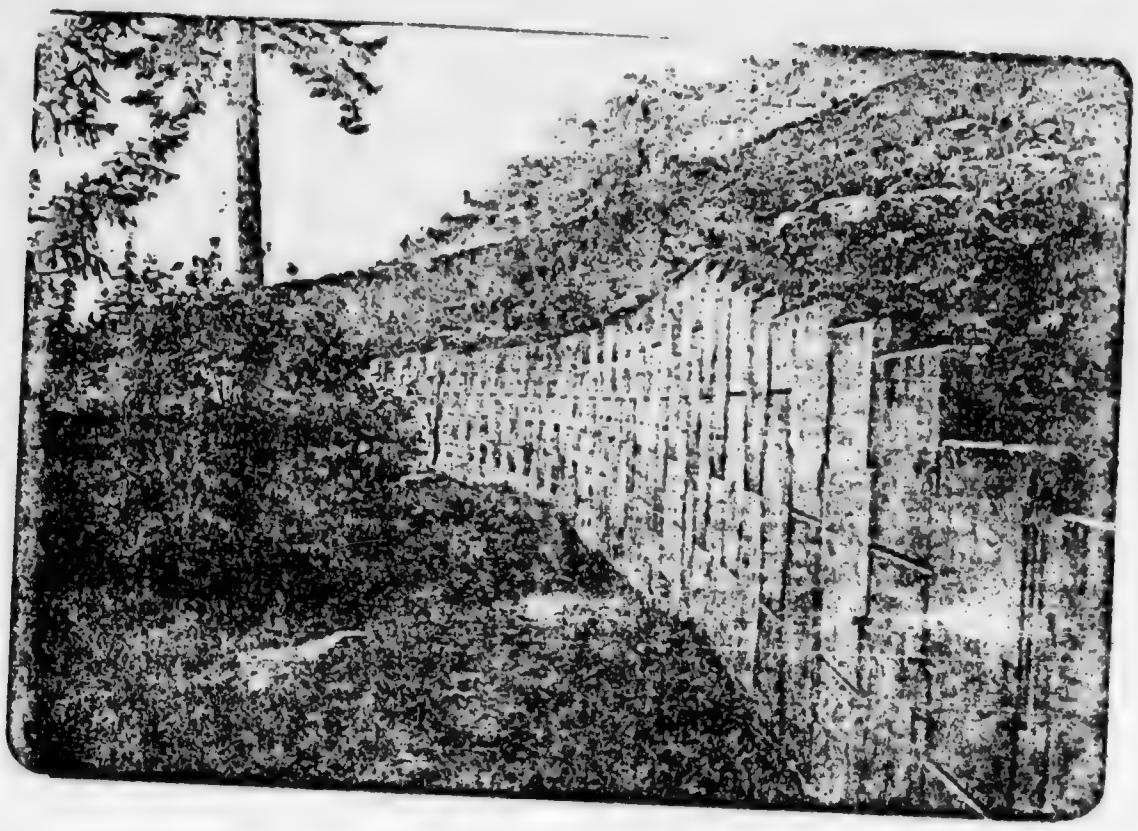
Ronald G. Chassie

Ronald G. Chassie

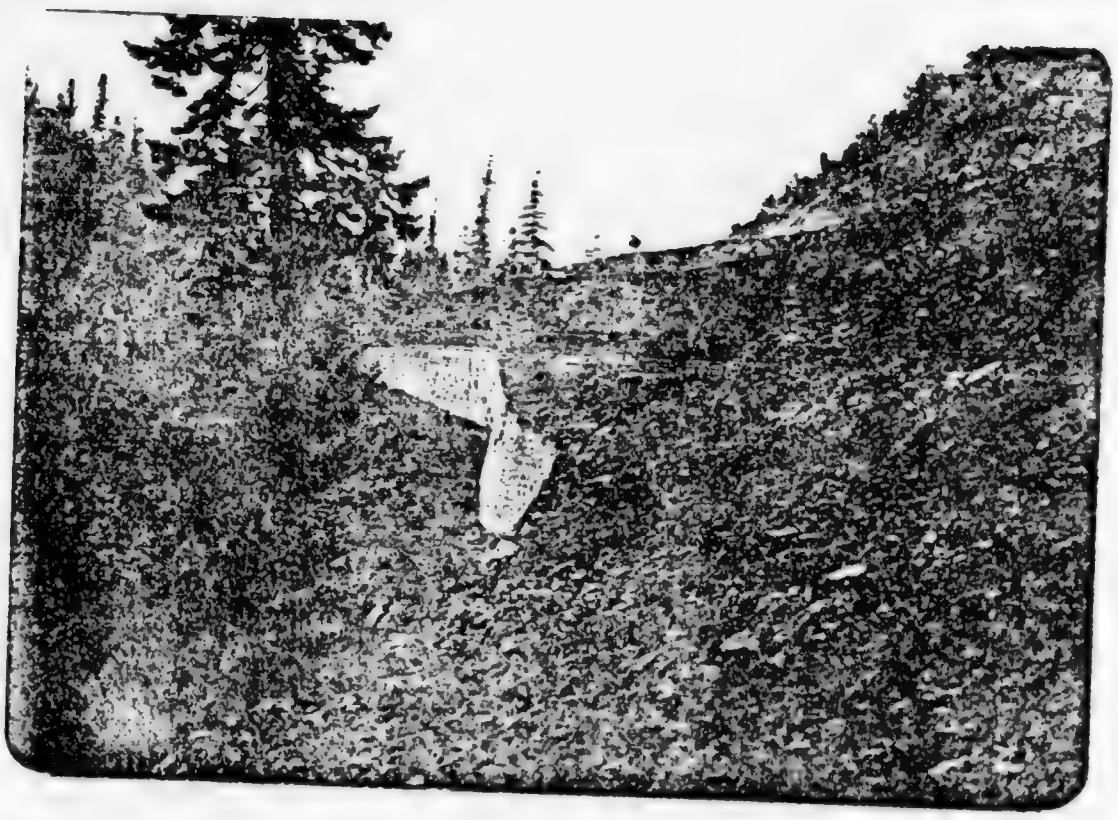
Attachments


ORIG. GROUND
SR 42
CL
1050
1000
950
900
50
100
150
200
250
300
SCALE: 1"=50'
GROUND SURFACE AFTER SLIDE (EXISTING)
PROPOSED SLOPE (TO BE COMPLETED NEXT SPRING)
1½:1
18'
12'
BACKFILL
COMMON EXCAVATION
ORIGINAL GROUND
BEFORE
AFTER
R.R. UNIT
EST. FAILURE PLANE
OVERBURDEN & SANDSTONE
SILTSTONE
2:1
ROCK BUTTRESS (NOW IN PLACE)
MEAN WATER
RIVER
10-7-77
STA 1436+50
ROSEBURG-COOS BAY HWY
OREGON SR 42

12/14/77
RGC

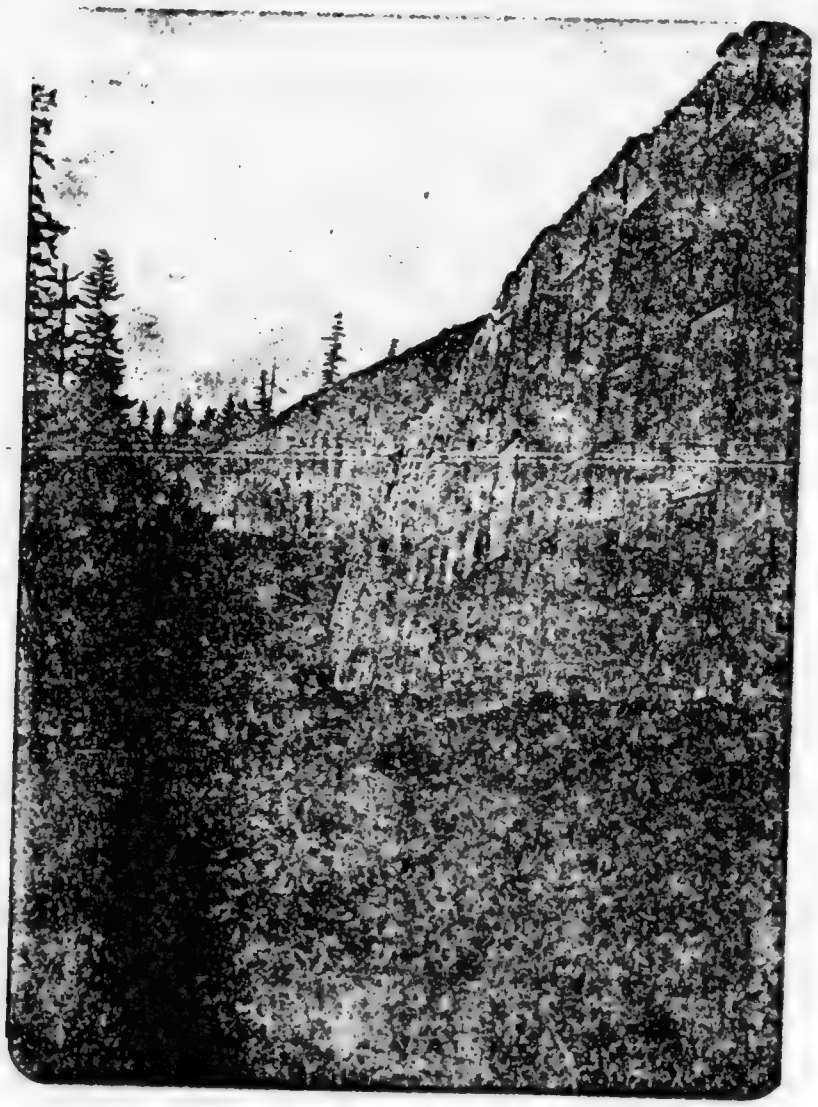


EAST END OF WALL

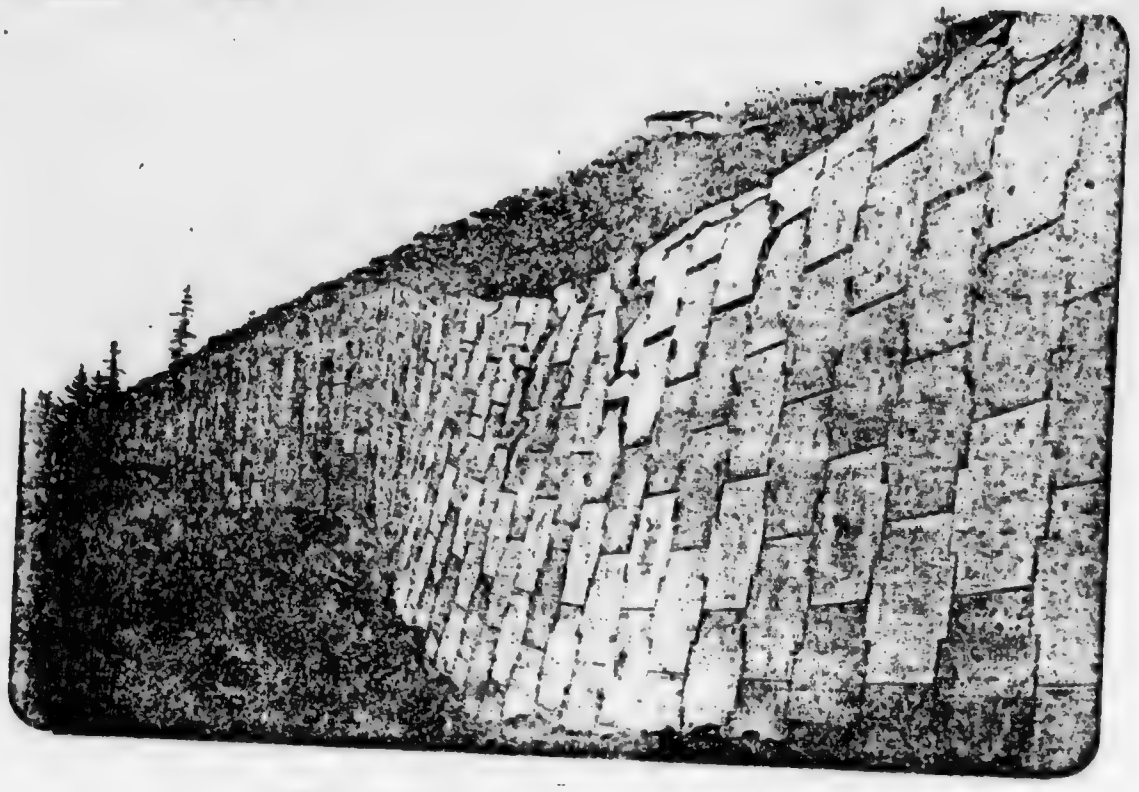


LOOKING WEST. CAN SEE WALL LATERAL DISPLACEMENT AND SLIDE HEAD SCARP.

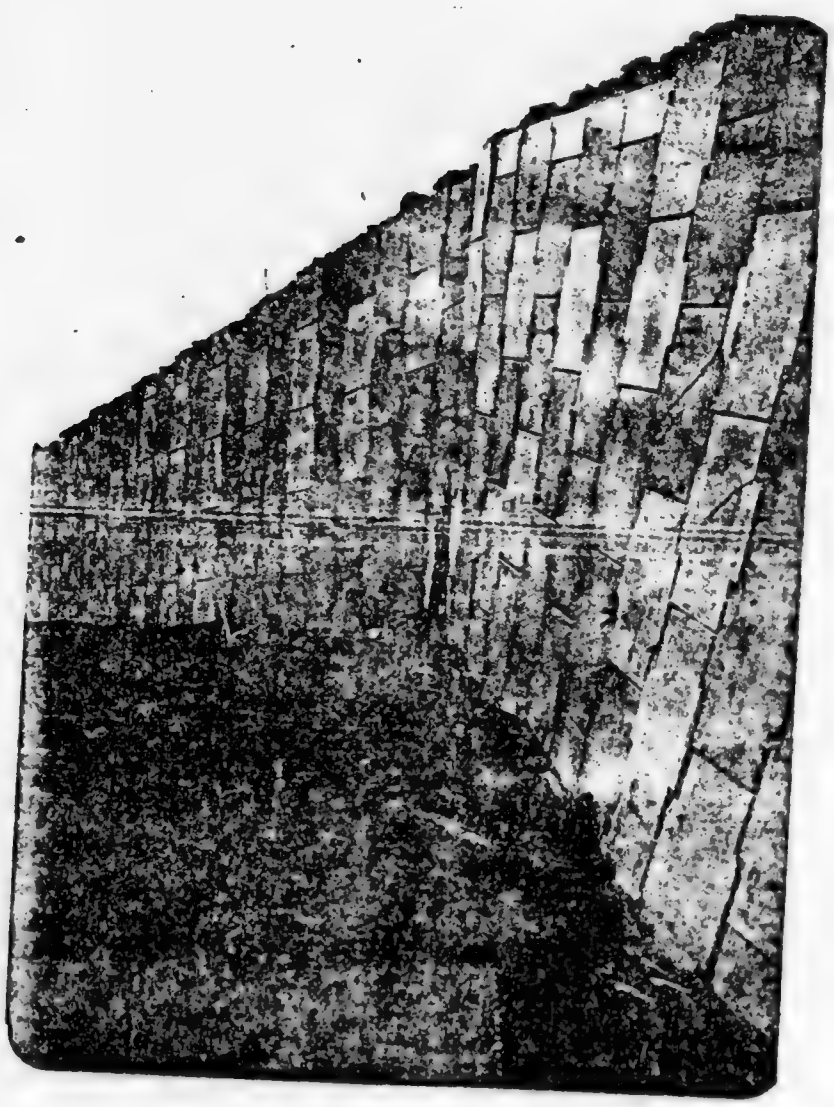
FAILED AREA. LOOKING WEST.



FAILED AREA. LOOKING WEST.



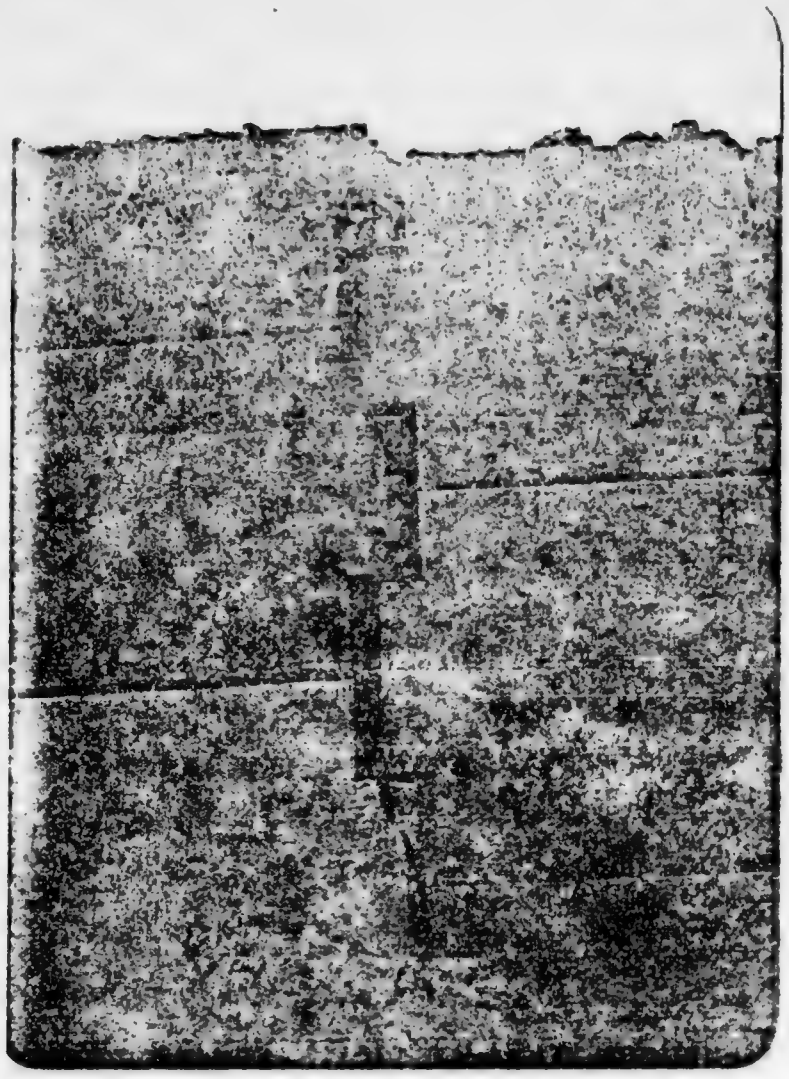
NEAR WEST END OF FAILED AREA.



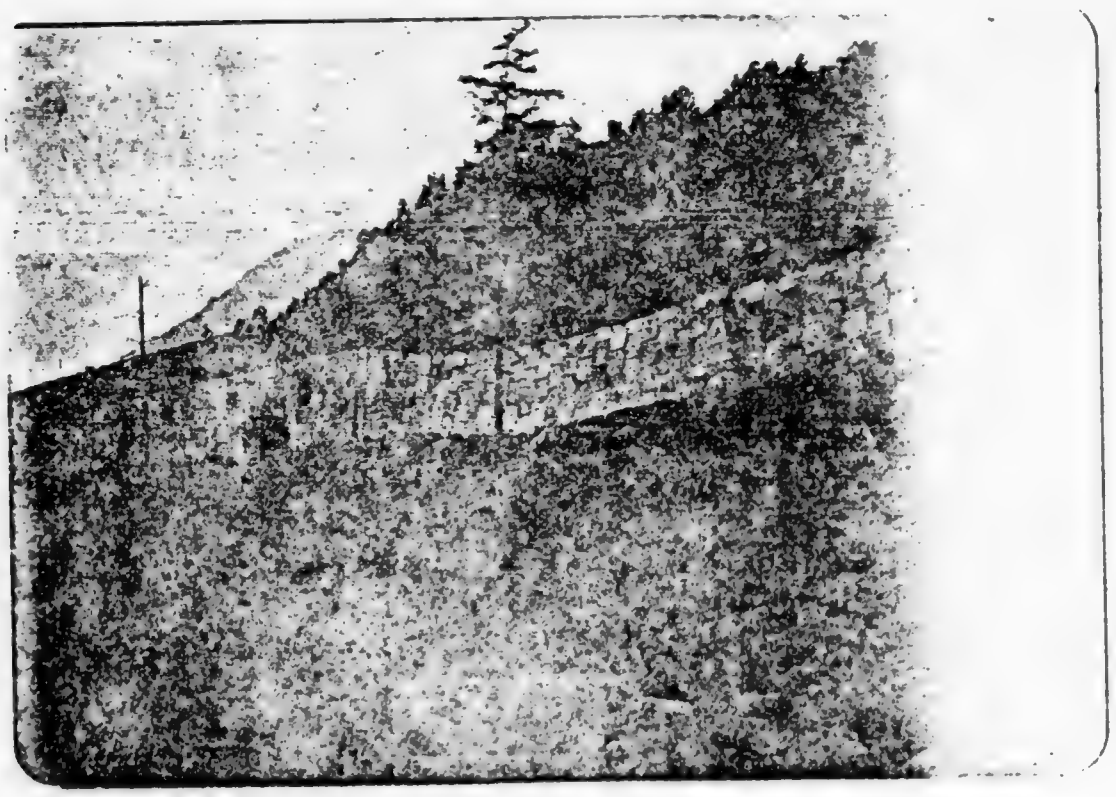
WEST END OF FAILED AREA.

TOE OF SLIDE.

SPALLED AND CRACKED FACING PANELS.



WIDENED JOINT OPENING DUE TO WALL DISPLACEMENT.



VIEW SHOWING VERTICAL WALL DISPLACEMENT.

#8310

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: F [illegible]P-29(26)

STATE PROJECT NO.: See Below

COUNTY NAME: Douglas

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RF-63 & 64

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
10-1-75	10-27-77	Primary 14 / Primary 35

GENERAL LOCATION:

"Slater Creek - Mystic Creek"

GENERAL DESCRIPTION OF WORK:

Furnish and Plant tree seedlings by State Forces

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION - PROCEED ON ~~AN AGREED PRICE AND/~~OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's memorandum of 11-23-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No 12 at a total estimated cost not to exceed $5,915, Federal Funds $5,455.

(Note: See Price Agreement #27 - Bid Item #70 deleting above work from Contract)

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-30-77	G. K. Hassner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

#8310

35

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: November 28, 1977

In reply refer to: HB.3-OR

SUBJECT: Oregon Project DP-F-29(20)
Slater Creek-Mystic Creek Section
Slide Correction

FROM : G. L. Green, Division Administrator

NOTED
E. S. Hunter

TO : Mr. E. S. Hunter, Mgr, Technical Services Br,ODOT
Salem, Oregon

I hereby confirm my previous verbal authorization to proceed with the subject emergency slide correction work. Mr. Engelmann's October 25, 1977 memorandum to Mr. Ramjoue' fully addresses the environmental aspects of this action including the high risk of postponing action into the rainy season. — not in Gen. File

I concur that the final EIS need not be amended or supplemented as recommended in Mr. Moehring's November 18, 1977 memorandum. — not in Gen. File

for G. L. Green

1 Verstoeg
2 Christensen
George
Olson
Terpin
3 Sullivan
Scott
Savage

RECEIVED
DEC 06 1977
ENGINEERING SECTION

4 Trout

Do Not File ☐
Return To
Bring Up ___/___/___
Action

cc Courtesy Moehring data

RECEIVED
TECHNICAL SERVICES
DEC 5 '77
REFER TO
FOR
Info | Prep | Rev | Sig | Appr | File

Savage
ENGINEERING SECTION
Return To ☐
Bring Up ___/___/___
Action

6558

.RSO
RSB LRW 43 10-20-77 1-35 PM

JIM J GIX

CC AL BATES
C T KEASEY

RE SLATER CREEK-MYSTIC CREEK
COOS BAY-ROSEBURG HIGHWAY
EARTH FILL SLIDE PROBLEM

FROM DIVISION OF STATE LANDS -- CONDITIONS CONTROLLING REPAIR WORK

1 IN CHANNEL WORK MUST BE DONE FIRST AND IN A SPEEDY MANNER.

2 ALL EFFORTS SHALL BE MADE TO MINIMIZE TURBIDITY. TEMPORARY EROSION DEVICES MUST BE IMPLEMENTED AND A RE-VEGETATION PLAN DEVELOPED.

3 ALL MATERIAL PLACED BELOW THE HWL - THAT THE STREAM CAN ATTACK - MUST BE CLEAN UMPXXXX UPLAND MATERIAL.

4 DEPARTMENT OF FISH AND WILDLIFE IN COOOS BAY ARE TO BE KEPT ADVISED OF PROJECTPROGRESS.

5 PROJECT IS TO BE CONSTRUCTED AS PRESENTED ON 10-20-77. -WITH STAIRSTEPPED CHANNEL AND U SHAPED CROSS-SECTION IN POOLS.

DON TROUT

NN

4.

Versteeg
Christensen
Georgs
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
OCT 21 1977
ENGINEERING SECTION

Trout

Do Not File ☐
Return To
Bring Up ___/___/___
Action

Form E-480 (Rev. 8-70)
SP°72841-734

OREGON STATE HIGHWAY DIVISION

Interdepartment Teletype Message

R S
R S

To Station Roseburg from Station Salem No. 43 Date 10-20-77 Time .....

Jim J. Gix

Re: Slater Creek-Mystic Creek
Coos Bay-Roseburg Highway
Earth Fill Slide Problem

From Division of State Lands--Conditions Controlling Repairwork

1. In channel work must be done first and in a speedy manner.

2. All efforts shall be made to minimize turbidity. Temporary erosion devices must be implemented and a re-vegetation plan developed.

3. All material placed below the HWL (that the stream can attack) must be clean upland material.

Form E-480 (Rev. 8-70)
SP°72841-734

OREGON STATE HIGHWAY DIVISION

Interdepartment Teletype Message

To Station ..... from Station ..... No. ..... Date ..... Time .....

4. Department of Fish and Wildlife in Coos Bay are to be kept advised of project progress.

5. Project is to be constructed as presented on 10-20-77. (With stairstepped channel and U shaped cross-section in pools.

cc: Al Bates
C. T. Keasey

Reply Requested ( )

Signed Don Trout

Jim Yick

Little Cr - Mosier Cr
C.B. - Rsbrg Hwy
Contr fl Sold p blm

From DSL

1. In channel work must be done first and in a speedy manner.

2. All efforts shall be made to minimize turbidity. Temporary erosion devices must be implemented and a re-vegetation plan developed

3. All material placed below the HWL (that the stream can attack) must be clean upland material.

4. DFW in Coos Bay are to be kept advised of project progress.

5. Project is to be constructed as presented on 10-20-77. (with stairstepped channel & Vshaped cross section in pools.

6.

cc Jill Bates
CT. Keasey

Call Region when OK'd ✓

Send copy plan to Lawman & DSL

Pursue stream impact compensation in this area

① cit(3)

12700
+ 11,735
24,435
+ 5300
29,735
+ 7,057
36,792
+ 7,709
44,501

7,709 c.y.

REWall #5

7,057 c.y.

Sel. Rock emb. Type 2
5,300 c.y.

Sel. Rock emb. Type 2
11,735 c.y.

Sel. Rock emb. Type 3
12,700 c.y.

20'

High water

Proposal 1

8310

8

November 15, 1977

Roy E. Ladd, Inc.
Post Office Box 756
Redding, CA 96001

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8310 for work on Slater Creek-Mystic Creek on the Coos Bay-Roseburg Highway in Douglas County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an interim extension of 45 days is granted because of quantity increases and added work. This extension will carry the project time into the three-month winter "no-count" period which starts December 1. The status of the project as to work remaining and a more accurate analysis of extension reasons can be made then.

Sincerely,

H. S. Coulter
State Highway Engineer

JAB:fr ia

bc C. T. Keasey
Alfred Shirley, Jr.
Robert Church
A. W. Bates
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8310

Salem, Oregon

November 10, 1977

FROM: John A. Bond
Contract Administration Engineer

SUBJECT: Slater Creek-Mystic Creek
Contract No. 8310
Request for Time Extension

TO: H. S. Coulter
State Highway Engineer

Herewith request from Ladd Construction Company for a 119-day extension derived on just a time-money basis (116 days) plus three more days for a specific delay last month when the foundation failure at reinforced earth wall #5 occurred. Time on this project started November 19, 1975 with 500 calendar workdays allowed. This expired about October 19, so the project is now in liquidated damages at $300 per day during the current month until we reach another winter dormant "no count" period.

There is valid basis for a significant extension on this project. The current cost outlook for the project indicates a 24 percent overrun of contractor work from the original contract amount. On the time-money basis, this would generate a 121-day increase. The project is now about 75 percent completed.

Our field people recommend only a 45-day extension now which would carry the job into the winter dormant period during which a more accurate appraisal of project completion and time extension can be made. We have 29 Extra Work Orders and 28 Price Agreements accumulated so far. An increase in the project authorization was secured in May of this year.

We concur in an interim extension of 45 days because of quantity increases and added work. This can be granted federal participating under delegated authority. A rough draft letter to the contractor on this basis is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
NOV 15 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

E—220 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Date October 14, 19 77

We, the undersigned, respectfully request an increase in the number of workdays from 500 days to 619 days, within which to complete our Contract No. 8310, without the assessment of liquidated damages. The said contract is described as follows: Slater Creek - Mystic Creek Section, Hwy 42, Coos Bay-Roseburg, Douglas County

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please refer to attached letter.

Respectfully submitted,

ROY E. LADD, INC.
Contractor

By Roy E. Ladd President

CONSENT OF SURETY

Date October 20, 19 77

We, THE TRAVELERS INDEMNITY COMPANY

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

THE TRAVELERS INDEMNITY COMPANY
Attorney-in-fact

Resident Agent

(SEAL)

JAMES A. VICK, ATTORNEY-IN-FACT

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8310 Contractor Roy E. Ladd, Inc.

Highway Coos Bay-Roseburg

Section Slater Cr.-Mystic Cr.

Kind of Work Grade, Pave and Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend an interim extension of 45 days because of quantity increases and added work.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

State Highway Engineer

State Printing 27980

Contract No.	
Project designation	State-Federal
Date awarded	
Work started	
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

Roy E. Ladd, Inc. "Formerly Hughes & Ladd, Inc."

GENERAL CONTRACTOR 916—241-6102 P. O. Box 756 Redding, Calif. 96001

October 14, 1977

Oregon State Highway Division
2174 N. E. Stephens
Roseburg, OR 97470

ATTN: Mr. Alfred Bates, Resident Engineer
RE: Contract #8310, Slater Creek - Mystic Creek
SUBJ: Request for Adjustment of Contract Time

Gentlemen:

In accordance with Section 108.09 of the Oregon Standard Specifications For Highway Construction, 1974, we are requesting that the contract time be extended 119 days.

We are requesting a 116 day extension based on a $1,504,360.00 contract increase. We are also requesting 3 additional days for major delays experienced on 10/6/77 through 10/8/77 caused by the slide at Reinforced Earth Wall #5, Sta. 1436±, halting the controlling item of work.

We will further request additional time extensions for any future increases in the contractual amount based on increased bid items, extra work, or price agreements, and for any further delays experienced for which time may be requested under Section 108 of the Oregon Standard Specifications for Highway Construction.

Thank you.

Very truly yours,

Mark Christopher

Mark Christopher
Project Engineer

MC/ja

11-7-77

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RF- -29(26)

STATE PROJECT NO.
See Below

COUNTY NAME:
Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
10-1-75	9-23-77	Primary 14 / Primary 35

GENERAL LOCATION:
"Slater Creek - Mystic Creek"

GENERAL DESCRIPTION OF WORK:
Road Use Agreement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED XXXX

8310 Slater Cr.-Mystic Cr.Sec. 1975
of Coos Bay-Roseburg Hwy.
(Grading, paving & structures) #2

35

ROBERT W STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 3

CON 5

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

Burton E. Carnegie
Hydraulics Engineer
Dept. of Fish and Wildlife
P. O. Box 3503
Portland OR 97208

October 27, 1977

Re: Slater Cr.-Mystic Cr. Section
Coos Bay-Roseburg Highway
Douglas County

Dear Mr. Carnegie:

I am enclosing two xerox copies from our contour map of the Middle Fork Coquille River near 12 Mile Creek. This shows the area where the major falls are located that present a natural barrier to fish passage.

In addition to this map which covers several miles of the river, we have plotted stream profiles from an earlier road location. We also have a profile taken this month through the falls area.

We will be pleased to work with you to assist in determining feasibility of a project to improve fish passage. Mr. Al Bates, our Resident Engineer, can get your office additional field information if necessary.

The channel change at the slide is progressing and so far with very little turbidity.

Cordially,

ORIGINAL SIGNED BY J. X. WILSON

for JAMES J. GIX
Regional Construction Engineer

jjg/cw
Encl.

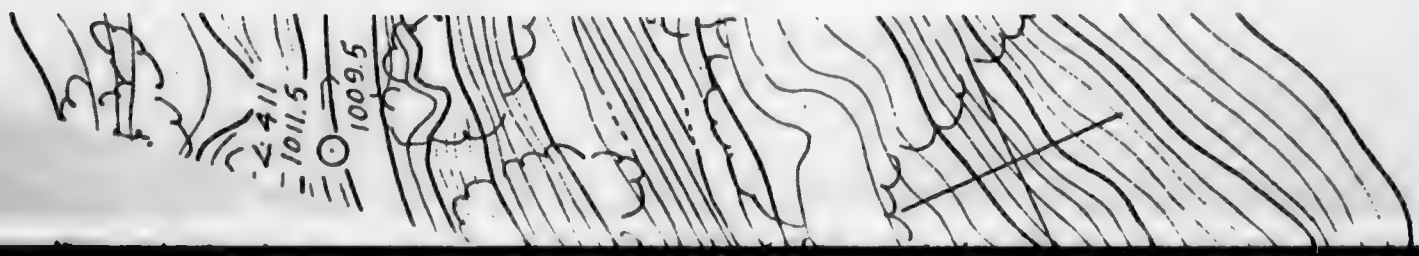
cc C. T. Keasey
A. W. Bates
Richard Lenz
Don Trout

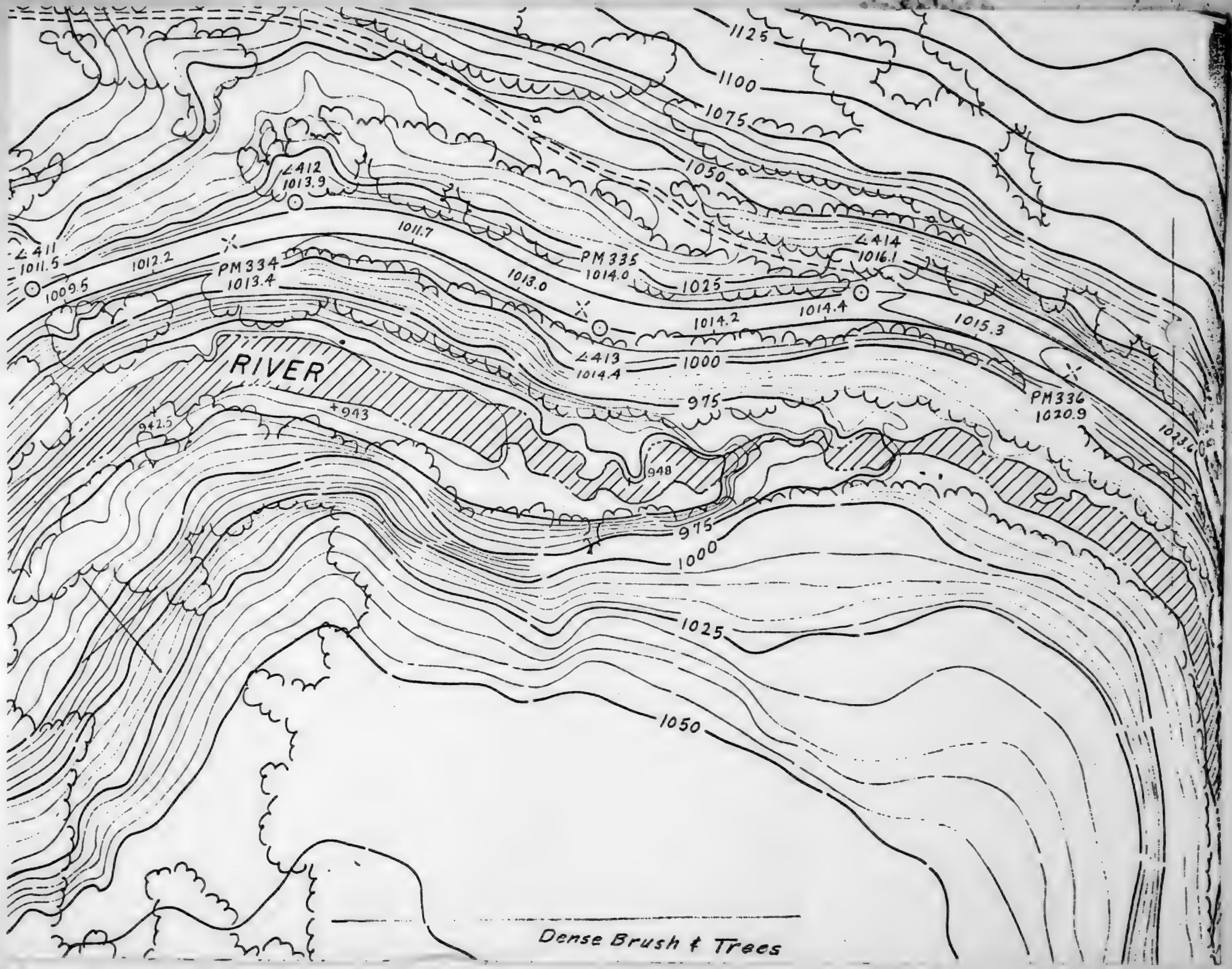
Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
OCT 28 1977
ENGINEERING SECTION

Trout ✓

Do Not File ☐
Return To
Bring Up / /
Action

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RIVER
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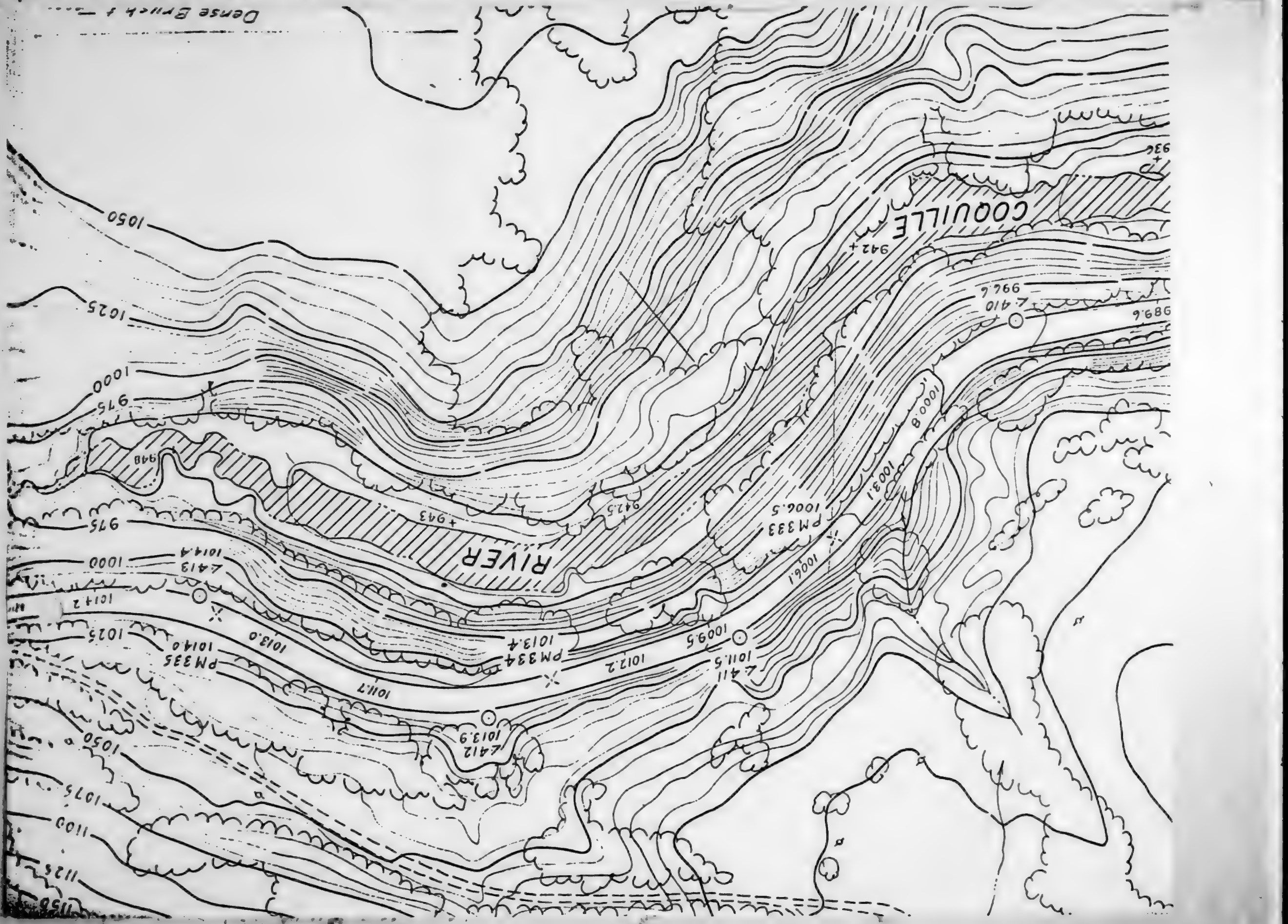
Dense Brush & Trees


Dense Brush
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1006.5
PM333
1006.1
1009.5
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1011.5
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PM334
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Trout 35

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

October 25, 1977

FILE: CON 5

FROM: EB ENGELMANN
Regional Environmentalist

TO: George Ramjoue', Project Coordinator
Environmental Section

SUBJECT: Construction Problem
R.E. Wall #5 Slide Correction
Slater Cr.-Mystic Cr. Section
Coos Bay-Roseburg Highway
Douglas Co. (10-1059-900)

A final environmental impact statement for this project was released to the CEQ and the general public on July 17, 1975. The contract was let October 29, 1975, and construction started March 29, 1976.

THE PROBLEM

On October 6, this year, a problem developed which was not anticipated by the environmental impact statement. Substantial movement was noted in reinforced earth (RE) wall number 5. An approximately 250 foot long section from the middle of this 800 foot wall moved downslope on about a 1½:1 slope. At the maximum point the failure was about 20-24 feet on the horizontal axis and 10-12 feet on the vertical. It is estimated that 20,000 to 30,000 cubic yards of material were displaced. Associated tensional and compressional distortion was also noted in the mass of the failure and upward rotation was seen in the toe of the mass - just above the current wetted edge of the Middle Fork.

The slide is now in a precarious state of equilibrium. But movement is still being noted in 3 of 6 slope indicator tubes subsequently placed in the slide. Only dry weather has prevailed since the failure started. The onset of rain in any quantity will doubtless accelerate movement - probably significantly so.

This general unit of the overall section has already encountered a variety of other problems. It is a steep area with sharp, often unstable side slopes. Evidence of past slope failures and mass movement can be seen on other slopes in the distance. High above this failure, to the north, former waste area number 2 also failed when partially loaded. It had to be unloaded and abandoned as a waste site.

RECEIVED
OCT 28 1977
BRIDGE SECTION

/ Verstoeg ✓
Christensen
Griggs
Glenn
Tompkin
Sullivan
Scott
Savage

RECEIVED
OCT 27 1977
ENGINEERING SECTION

2 Trout
Do Not File
Return To
Bring Up ___/___/___
Action

The RE wall was initially installed to avoid a channel change and to keep extensive fill out of the river. With the failure of waste site 2, the RE wall and the grade were raised to hold down the total quantity of waste material. Other material was taken to a supplemental waste site. Now the RE wall has failed and river encroachment appears inevitable.

ALTERNATIVES CONSIDERED

1. Perhaps the most obvious starting point is the prospect of doing nothing. This position is considered indefensible by Region and Salem Highway Division personnel. The slide is still moving, however little, while it is virtually dry. When the rains set in the slide is certain to move more rapidly. Three things can be reasonably anticipated with the rain. First, the immediate runoff (already noted by the Region Environmentalist and others to be more concentrated in this area) will easily penetrate the slide mass now that it is cracked, deformed, largely open and vulnerable. Second, the stream, now just below the fragile toe of the material at low water, will quickly rise and will erode the toe. The stream also enters this reach with a distinct deflection toward the toe. And third, if stability prevails long enough, the water table will rise and will likely intersect and penetrate the shear plane of the slide.

Most, if not all of the slide investigators to date feel that sizable additional movement is unavoidable without remedial action. Total failure, resulting in a sudden, random earth/rock dam in the channel, is not an unreasonable prospect. Stream impacts from this prospect can only be imagined.

There are additional aspects to doing nothing or, perhaps similarly, to a lengthy delay in action. The longer the correction is put off, the more it will cost to schedule the work to shift the necessary quantities of construction materials to the repair site (such materials of suitable quality and adequate quantity are now being excavated as a planned part of the project only 3600 feet away). There would also be the problem of finding a waste site for excavated materials if the slide progresses beyond reclamation. Finally, it is even possible that the roadway fill could collapse taking away one lane or even a short section of total fill.

So doing nothing must be discarded as a reasonable alternative.

2. The next alternative which comes to mind but which has also been summarily rejected is the concept of a low level (streamside) retaining wall and concomitant fill back to the roadway edge. Here the toe of the slide would be excavated to a level below the current edge of water, removing the base of the slide to make way for a retaining wall above which fill materials would be sloped back at 1½:1 or even 1¼:1 to the RE wall and beyond.

The immediate flaw to this proposal is the extreme hazard of removing the toe of a slide already so tenuously at rest. Short of substantially unloading the slide first, this prospect really could not be undertaken. There is also the problem of water intrusion into the excavation pit and the strong chance of rain and higher runoff taking place at this season well before the work could be completed.

Again, this proposal has thus far been rejected - without additional estimates on costs or material quantities required.

3. The third alternative is the installation of a massive buttress or counterweight across the streambed and up the toe of the slide beyond the failure in the RE wall (see figures 1 & 2). This is the proposed alternative which will be discussed separately below.

4. The final alternative contemplated is the notion of an additional RE wall at a higher level and associated corrective work (see figure 3). In brief terms this would require 14,580 cubic yards of excavation, principally to unload half the face of the existing RE wall, and 10,990 yards of rock embankment. This earthwork would all be at or above the existing RE wall. The proposal would also involve the construction of approximately 6,300 square feet of new RE wall at a cost of $20/ft^2 or $126,000 for just the wall. By way of contrast, the entire previous 800 foot wall, before the failure, had 16,789 square feet.

Yet another aspect of this alternative is some sort of remedial work on the toe of the slide. Little unanimity exists as to what is needed here. At the very least this would involve slope dressing and a shallow cover or inlay of rock. At the other end of the scale additional material would be excavated from the toe and a rock buttress projecting into the stream would be emplaced. But excavation in the toe and further cuts in the already unstable fill area must be judged hazardous at best.

This proposal is thought to require a minimum of some 40 days and $180,000 or more to implement. Adverse weather, not an unlikely prospect, would change these figures. It would also involve some work in the edge of the stream, and it would have temporary adverse impacts upon traffic.

Alternative 4 is favored over alternatives 1 and 2, but it is considered inferior to alternative 3 which is being advanced for implementation.

PROPOSED SOLUTION

The proposed course of action would use 44,500 cubic yards of rock embankment. Of this quantity, 1,535 yards would be in the stream at the present low water level and 18,150 yards at high water.

Basically the proposal involves a fill of select rock materials across the bed of the stream some 10 feet in average depth but as much as 18 feet deep or possibly more in spots. This would be the platform on which the rest of the buttress would be placed on a 1½:1 (or perhaps 1¼:1 in places) slope back to the roadway edge (see figures 1 & 2). The whole channel cross section would thus be raised 10 feet over a length of about 300 feet, and another 150 feet of stream would have extensive channel encroachment by a similar depth of fill. The resulting minimum low water channel width would be 40 feet except at one point of constriction where it could total only 32 feet.

The suggested work would take an estimated 20 days to complete and would cost on the order of $40,000. Much of the reason this proposal would be so economical is because the rock and much of the equipment is now on hand to do the required work. The slide is centered on station 1436+50. A 65,000 cubic yard rock cut is underway around station 1400+00, some 3600 feet away. The necessary 44,500 yards of embankment are not only available, then, but the material also already has to be loaded and taken away to another site. Now it could just be redirected to the slide site.

IMPACTS OF THE PROPOSED ACTION & MITIGATION

The major impacts of the proposed action are all stream related. Perhaps a brief review of the resource value of the Middle Fork would help in assessing the magnitude of such impacts.

The Middle Fork of the Coquille River is 40 miles long and it drains a basin of 305 square miles. It is an anadromous fish stream. In its lower reaches it supports seasonal runs of chinook and silver salmon, steelhead, searun cutthroat and maybe an occasional sturgeon. This stream also has bullhead, resident rainbow and cutthroat trout and probably a few brown trout and largemouth bass. These fish have a wider distribution.

Anadromous fish, steelhead and coho, reach the mouth of Twelvemile Creek in most years and they ascend that stream as well. It is doubtful that these fish get much above Twelvemile Creek on the Middle Fork, however, except in a favorable year when the first arrival of migrants and optimum water conditions coincide. Even then, it is problematical as to how many fish ascend the main stream and to what point. In any case, a 12-15 foot falls and a precipitous bedrock channel above it would appear to preclude any further passage about 1/4 mile upstream from the slope failure.

The Department of Fish and Wildlife has requested the Highway Division to investigate the feasibility of laddering these falls as mitigation for the proposed slide correction as well as for the upcoming Mystic Cr.-Muns Cr. Section. This is not a simple problem; it will require additional data and study. Consequently cost figures and the practicality of this measure have not yet been determined.

As was indicated above, this reach of stream is not anadromous fish habitat. Nor do the next few hundred yards in either direction provide such habitat. No anadromous fish spawning takes place in this reach, nor is there much passage. Finally, no anadromous fish have been seen on any of the project section (above Slater Creek) yet this fall.

The immediate impacts from the proposed action will be a week or more of turbidity in the project reach and below, and the loss of a sizable hole (200+ feet) which provides good rearing habitat for resident fish.

The week or so of turbidity is unavoidable. It will be required by filling and leveling rock material in the channel. The material will be "clean" in that it is mostly rock, but it will not be washed. Not only will fines from the material be suspended but worse, fine sediments from the channel sides and bottom will be agitated into suspension during the required work. Past experience with this kind of turbidity on the Middle Fork suggests the discoloration will persist for a long period of time and for several miles downstream. For

as long as low water permits straw bales will be used at a natural channel constriction just downstream to help control larger sediments. Once a rock platform has been established above the current water level, further agitation will cease.

Though the existing hole will be lost, cross-sections of the proposed work suggest an even larger hole (300± feet long) will be created just upstream. Of course it will take some time for this hole to stabilize and to assume a natural character.

Additional stream related impacts will take place. Ensuing high water will likely cause moderate scouring and erosion above the fill on the far bank. The overall lack of much gradient in this stream reach and the general deflection of the current into the fill on the near bank as it enters this section should prevent extensive scour, however. The far bank also will be disturbed as little as possible.

Then, during lower water, there is a strong likelihood that the stream will disappear into and under the fill through this reach until successive high water has filled in the interstices. This may prevent seasonal instream movement of resident fish for awhile.

A final pair of impacts or related problems are slope revegetation and right-of-way needs on the far bank of the stream. The actual fill area will be blanketed in a massive layer of rock. It will be a long time before vegetation becomes re-established and in places bare rock will persist for the foreseeable future.

As for the right-of-way, an estimated 0.29 acre will be required from Longview Fibre Co. and another 0.12 acre is needed from Moore Mill & Lumber Co. These parcels are timber land which has been previously cut and burned. Their assessed value will not be much. Verbal permits of entry have already been secured.

COORDINATION

A variety of contacts have been made within the Division, with the FHWA, and with agencies thought to have a potential interest in the problem and its solution. Beyond the Division and the FHWA, region has contacted local and Portland staff of the Department of Fish and Wildlife (ODFW), the Division of State Lands (DSL), and the Roseburg and Coos Bay District Offices of the BLM. The

Location Section in Salem has contacted the Corps of Engineers, the U.S. Fish and Wildlife Service and the National Marine Fisheries Service.

Except for the ODFW and DSL staff, the other agencies were not directly concerned. The Corps said the work would fall under their general permit to OSHD and they had no additional interest beyond having the Division observe its normal obligations to other agencies.

The Division of State Lands realizes the emergency nature of the problem and defers to ODFW staff for immediate concerns. They do want to process and issue a permit as time permits when the work is underway, however.

ODFW personnel also acknowledge the immediacy and the inevitability of correctional work. They are permitting work to start while they propose the falls be studied for the installation of suitable fish passage facilities by way of mitigation.

Work started 10-22-77.

ee/cw

cc A. W. Bates
Don Keyes
Don Trout

① cTB

7,709 c.y.

REWall #5

7057 c.y.

Sel. Rock emb. Type 2
5,300 c.y.

Sel. Rock emb. Type 2
11,735 c.y.

Sel. Rock emb. Type 3

10'

High water

20'

12,700 c.y.

+11,73[illegible]
21,435
+ 5300
29,735
+ 1057
36,732
+ 7709
44,441

Figure 1
(Proposal #3)

1435

Top of wall after slide

Bottom of wall after slide

1434 + 77.26 N.S.

1439 + 27.26 E.T.

Top of proposed sel. Rock wall slope

10-7-77 E.W.

High water

10-7-77 E.W.

Top of channel (proposed)

limit of select rock embankment

10-7-77 E.W.

Estimated future E.W.

High water

Longview Fibre Co.

Figure 2 (Proposal #3)

1435

1410

Top of wall after slide

Bottom of wall after slide

1434+77.26 P.S.

1439+27.26 P.T.

Top of proposed sol. rock out. slope

10-7-77 E.W.

High water

Top of channel (proposed)

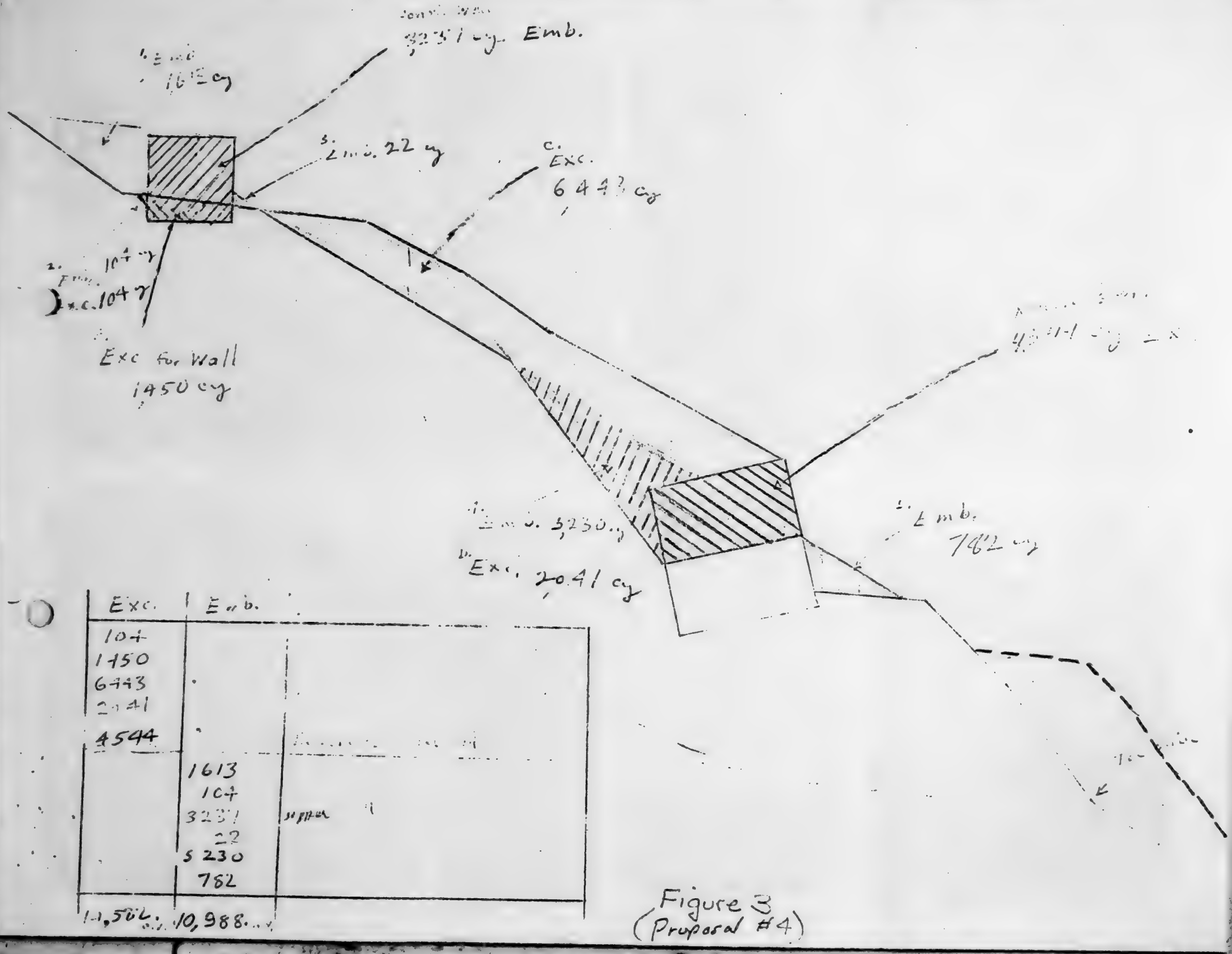
limit of solid rock on basement

Estimated future E.W.

10-7-77 E.W.

High water

Figure 2 (Proposal #3)



Exc.	Emb.
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1450	
6443	
2041	
4544	
	1613
	104
	3231
	22
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	782
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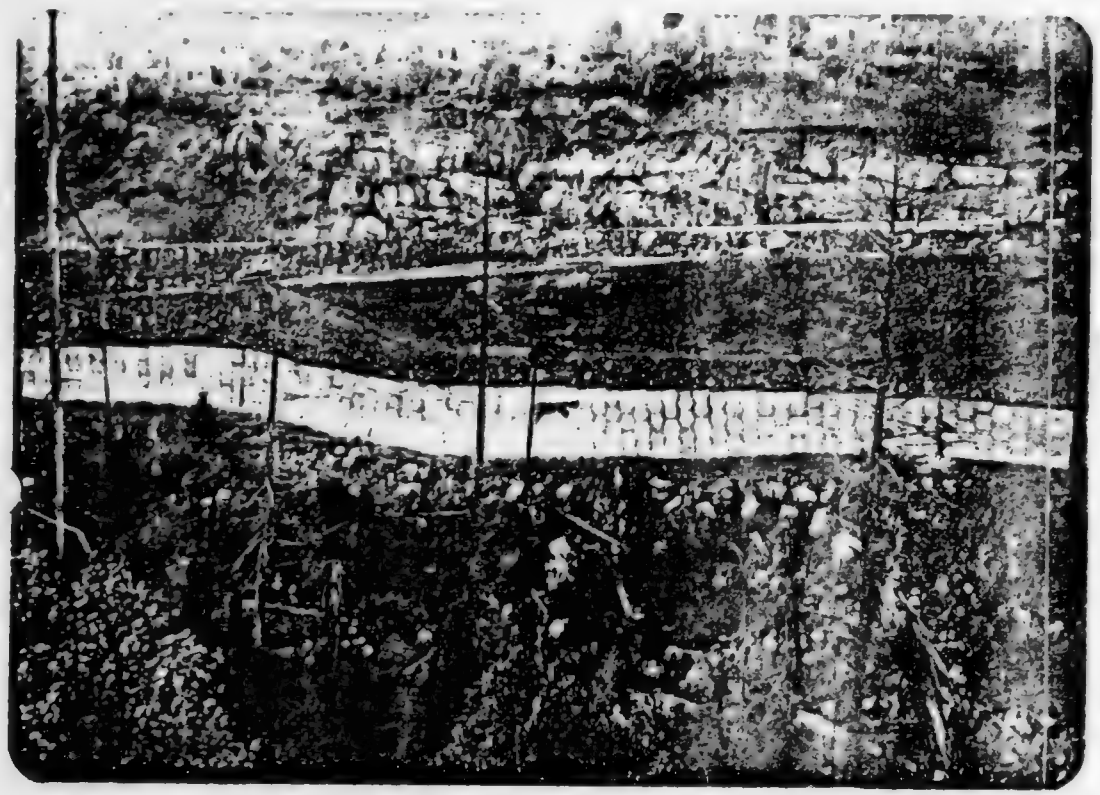
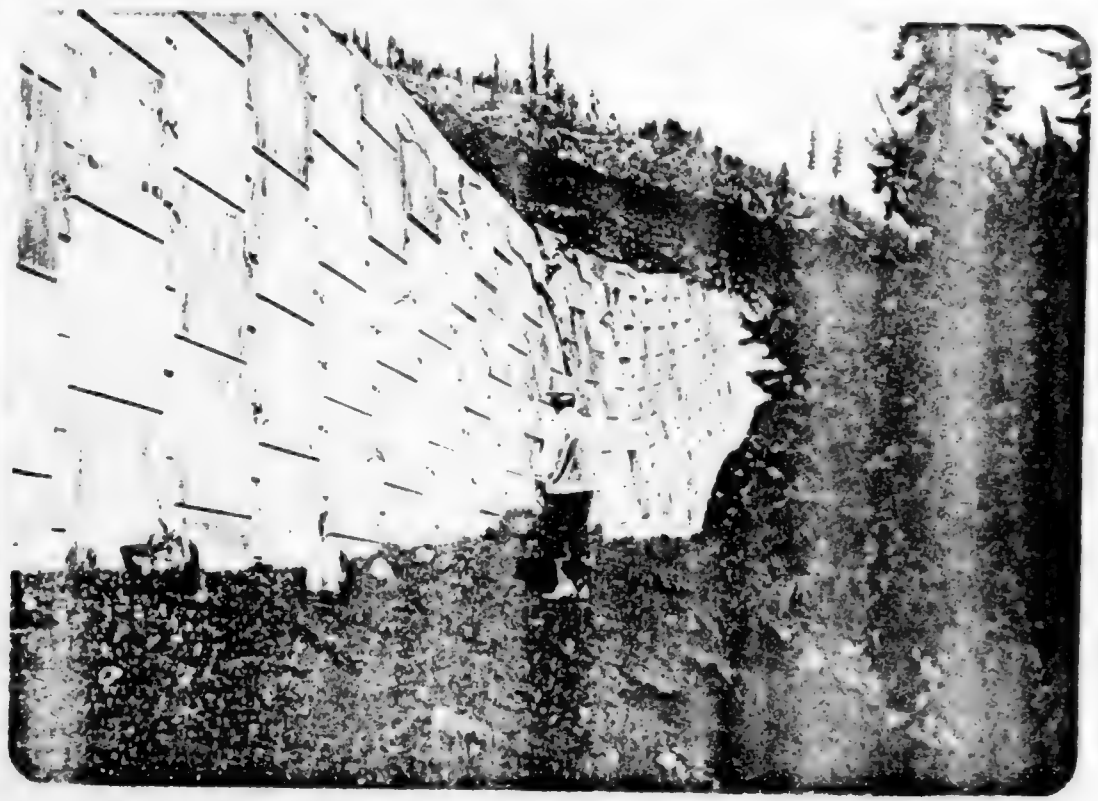
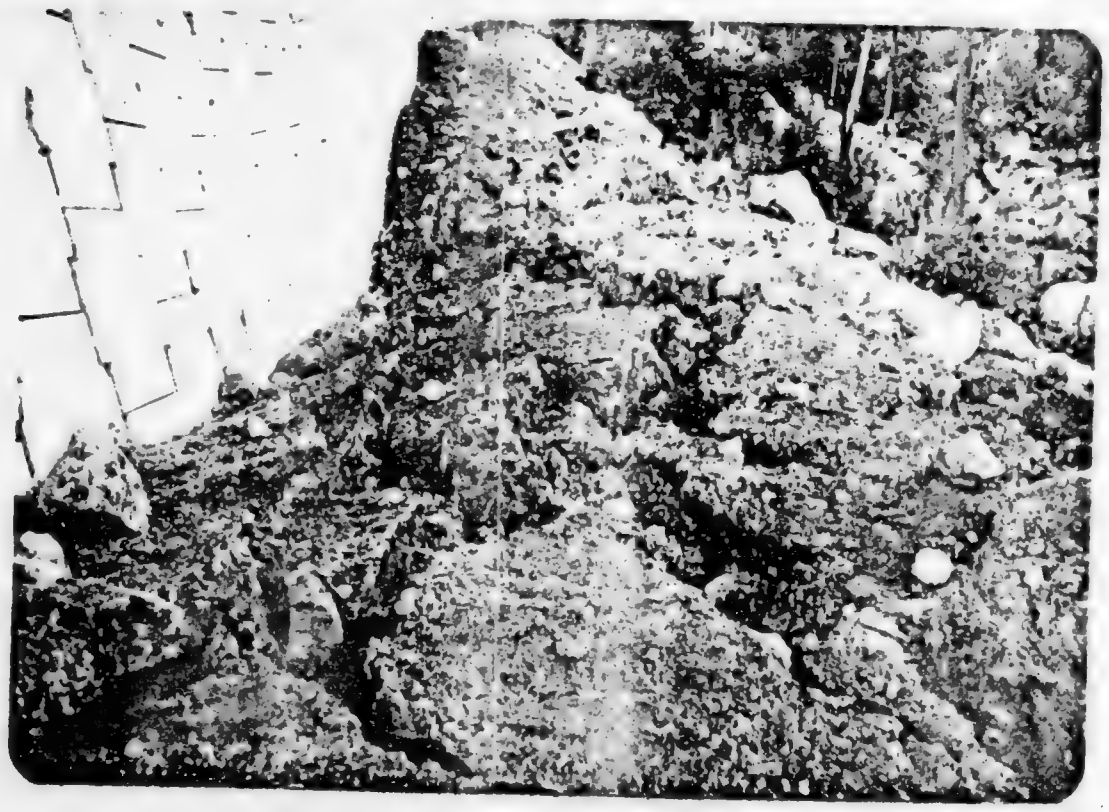
Figure 3
(Proposal #4)







#1210

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

October 24, 1977

FROM: Donald L. Trout
Office Engineer

TO: MEMO TO THE FILES

SUBJECT: Slater Creek-Mystic Creek
Coos Bay-Roseburg Highway
Douglas County
Slide Problem at Station 1435

On October 20, 1977, a meeting was held at the Division of State Lands office in Salem to discuss corrective measures proposed to control the above slide. Those present were:

Mr. Eugene Schmitz, Division of State Lands
Mr. Jim Lauman, Dept. of Fish and Wildlife
Mr. Brent Forsberg, Dept. of Fish and Wildlife
Mr. Ed Johnson, Construction, OSHD
Mr. Richard Lenz, Engineering, OSHD
Mr. Donald L. Trout, Engineering, OSHD

The slide, between the highway and the river, poses a great threat to both if corrective action is not taken to stop the movement of the earth. A plan was developed and presented to the Department of Fish and Wildlife and the Division of State Lands for a large rock inlay at the bottom of the slide. The rock inlay would start in the river, forming a new channel bed, and extend upward above high water. Pools would be formed in the new channel bed to allow fish passage. From the point above high water on up to the highway roadbed more common material would be used. This plan as shown on the attached cross sections met with the approval of the Department of Fish and Wildlife and the Division of State Lands. The Division of State Lands prepared an amendment (Attachment "B") to the current permit we have. A copy of that amendment is attached. Item 3 requests that turbidity be minimized during construction and temporary erosion control devices be implemented for the winter season. The revegetation plan they envision would amount to placing enough dirt on the rock inlay, above high water, to support grass and willows. The seeding and willow sprout planting should be done next year when the slide protection work is complete.

The Department of Fish and Wildlife encourages our continued cooperation in taking steps to minimize stream impacts on this project as well as future projects in the area. Where our work impacts the stream they encourage designs that include pools, acceptable streambed grades, etc., to allow continued fish passage. They will assist us in preparing such designs at the appropriate time.

RECEIVED
STATE HWY ENGR
OCT 24 '77
K
REFER TO
FOR
Info. Invest. R/D D.R. Sign Act File

cc: H. S. Coulter (w/attachment)
E. S. Hunter (w/attachment)
C. T. Keasey (w/attachment)
Alfred Shirley (w/attachment)
Al Bates (w/attachment)
Don Keyes (w/attachment)
Dick Lenz (w/attachment)

Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

October 21, 1977

OREGON STATE
LAND BOARD

ROBERT W. STRAUB
Governor

NORMA PAULUS
Secretary of State

CLAY MYERS
State Treasurer

Mr. Donald L. Trout
Office Engineer
Oregon State Highway
Division
Transportation Building
Salem, OR 97310

Dear Don:

Re: Removal/Fill #2155--South Fork Coquille River Slide

Enclosed you will find Attachment "B" for Removal/Fill permit #2155. This attachment provides operating conditions for work associated with stabilization of a slide that recently occurred in the vicinity of Engineer Station 1435 and which represents a significant threat to the water quality of the South Fork Coquille River and the integrity of the new highway road bed.

We would encourage the Highway Department to accomplish this work as soon as possible so as to minimize potential adverse impacts. Please contact us if you have questions or need any additional information.

Sincerely,

WILLIAM S. COX
Director

Eugene R. Schmitz, Supervisor
Environmental Management Unit

ERS:tg

Enclosure

Vorsteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
OCT 21 1977
ENGINEERING
SECTION

Trout

Do Not File
Return To
Bring Up ___/___/___
Action

ATTACHMENT "B"

1. This permit authorizes placement of stone and rock material in the South Fork Coquille River for the purpose of stabilizing a slide area.

2. In channel work shall be done first and shall be accomplished in a speedy manner.

3. All efforts shall be made to minimize turbidity. Temporary erosion control devices shall be implemented and a re-vegetation plan developed.

4. All rock placed below the HWL (that which is subject to stream flows) shall be clean upland material.

5. The Department of Fish & Wildlife in Coos Bay shall be kept advised of the status of the project.

6. The project shall be constructed as presented on 10-20-77. The new channel shall be stair stepped through the project area in order to create a series of riffles and pools. The channel shall have a U-shaped cross section in the pool areas.

7. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

(1) CT(4)

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+ 5300
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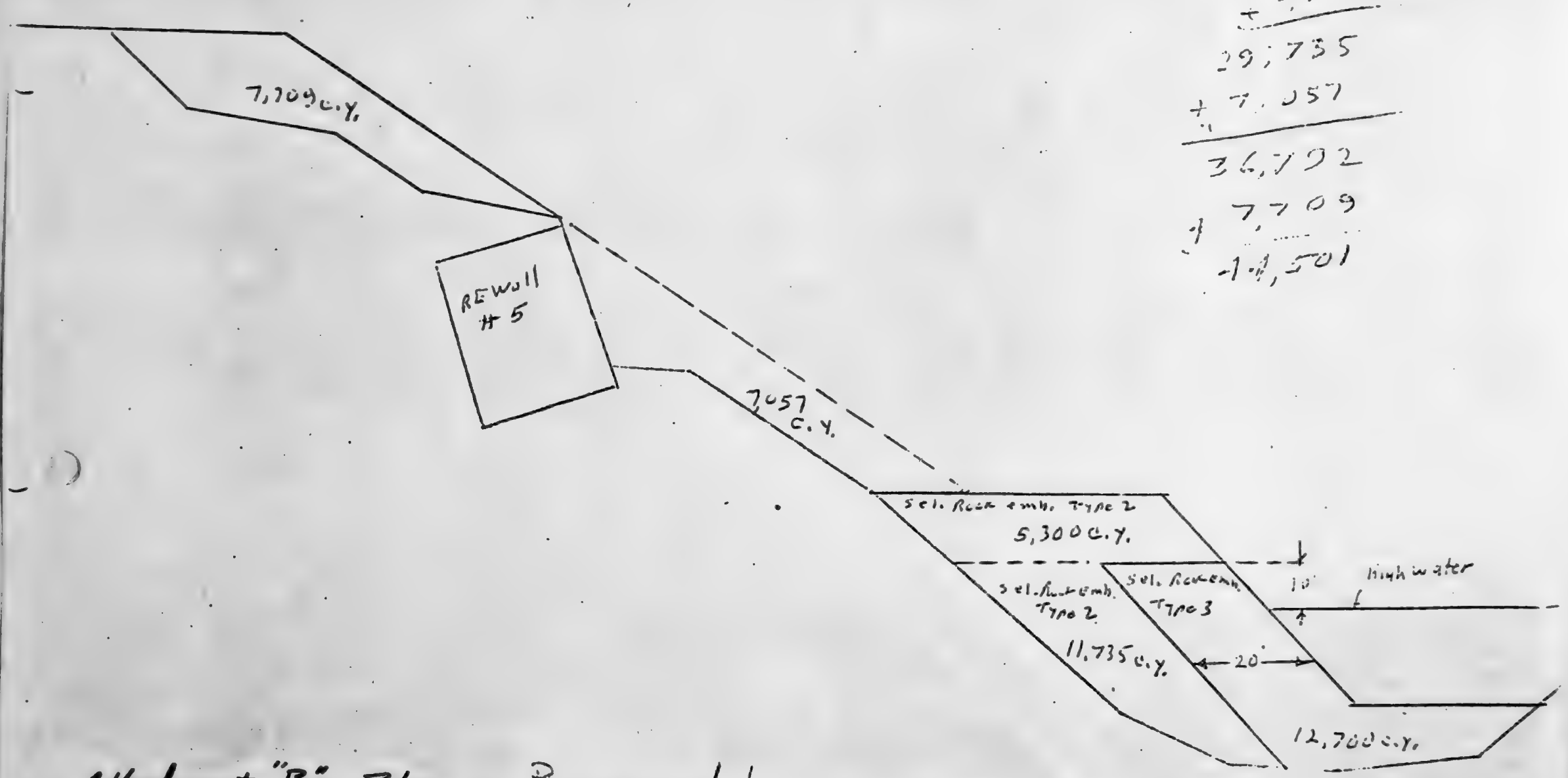
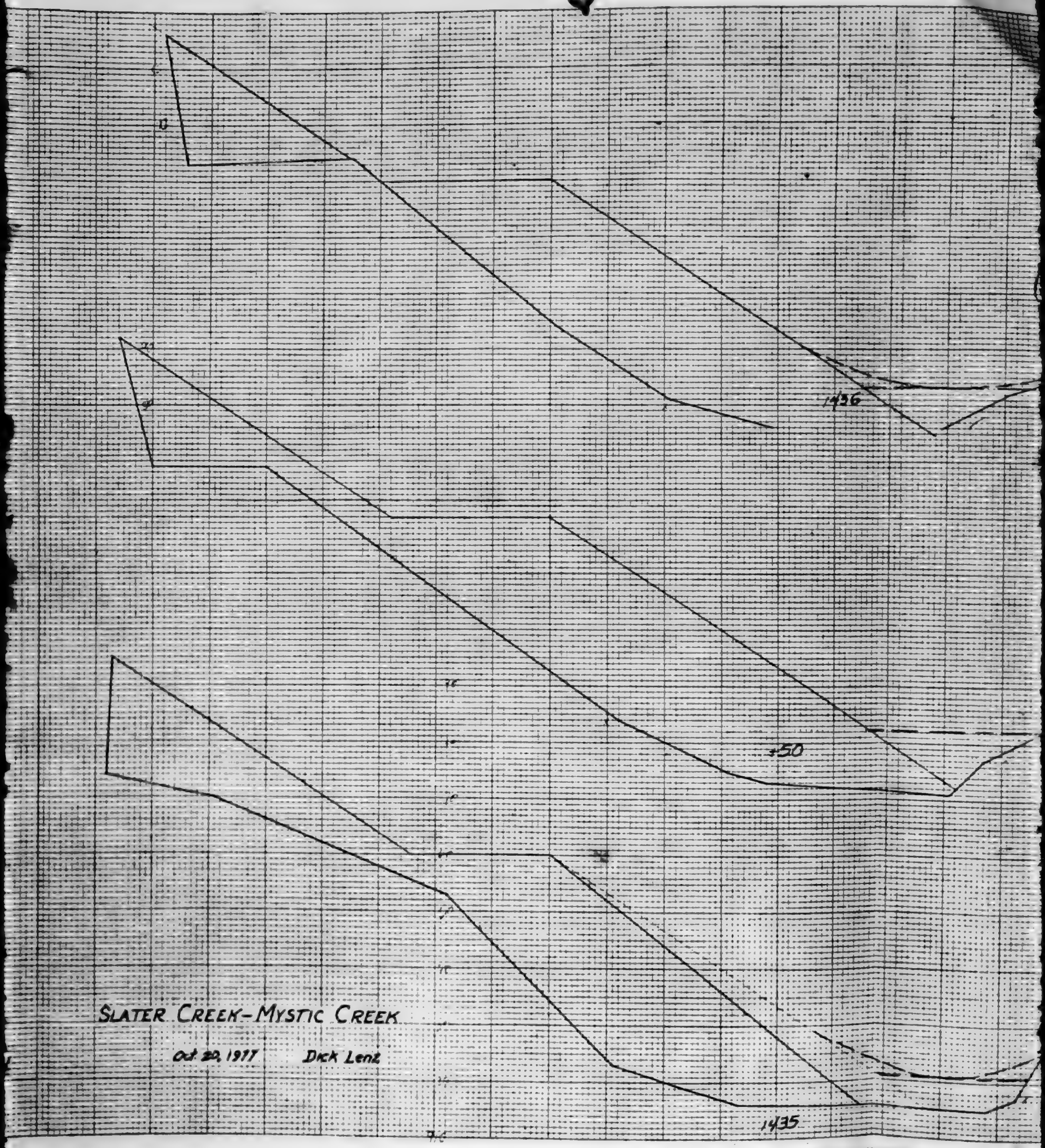
-14,501



Attachment "B" Plan Proposal 1

- RIF # 2155

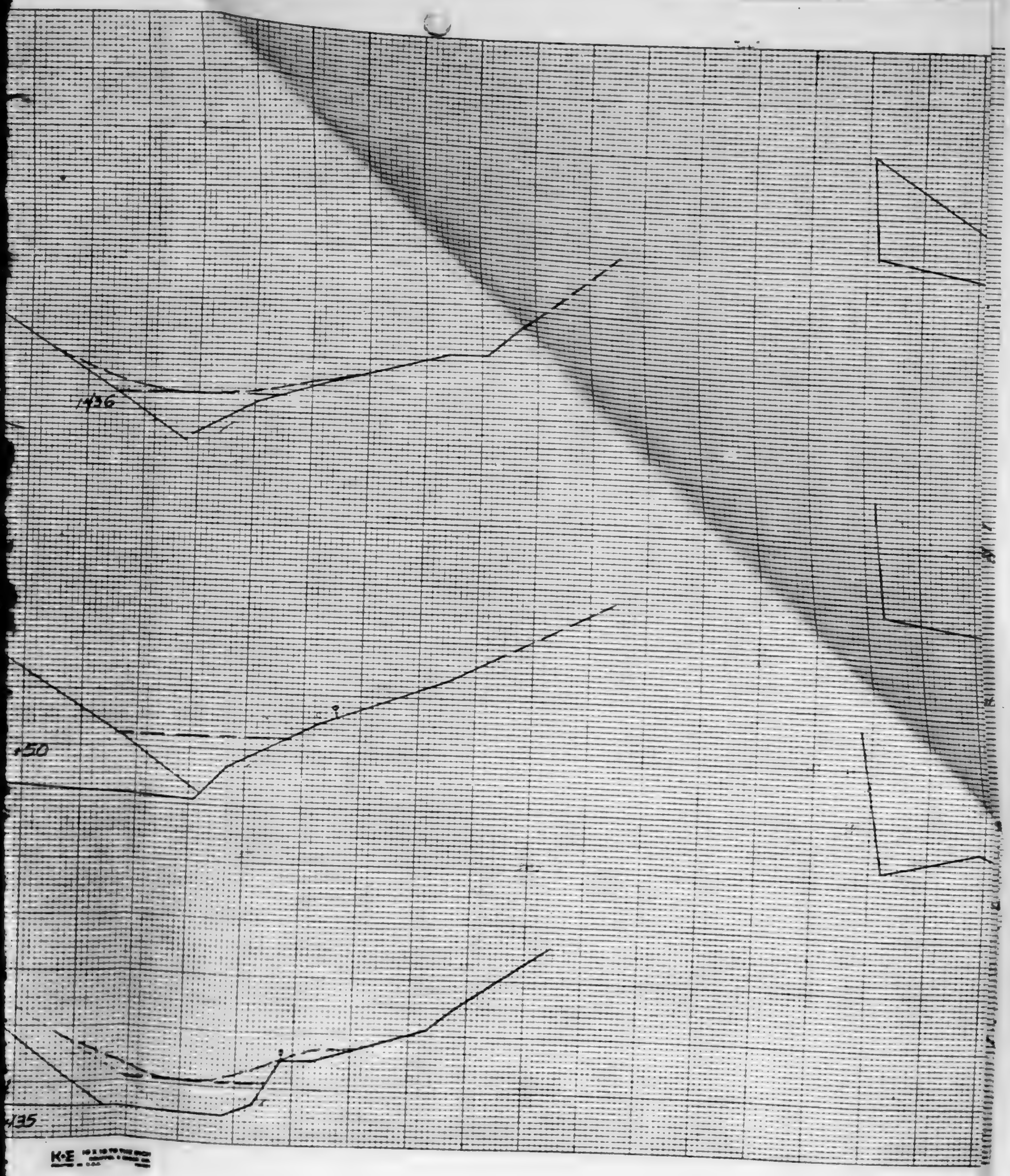
10/20/77



SLATER CREEK-MYSTIC CREEK

Oct 20, 1977 Dick Lenz

K-E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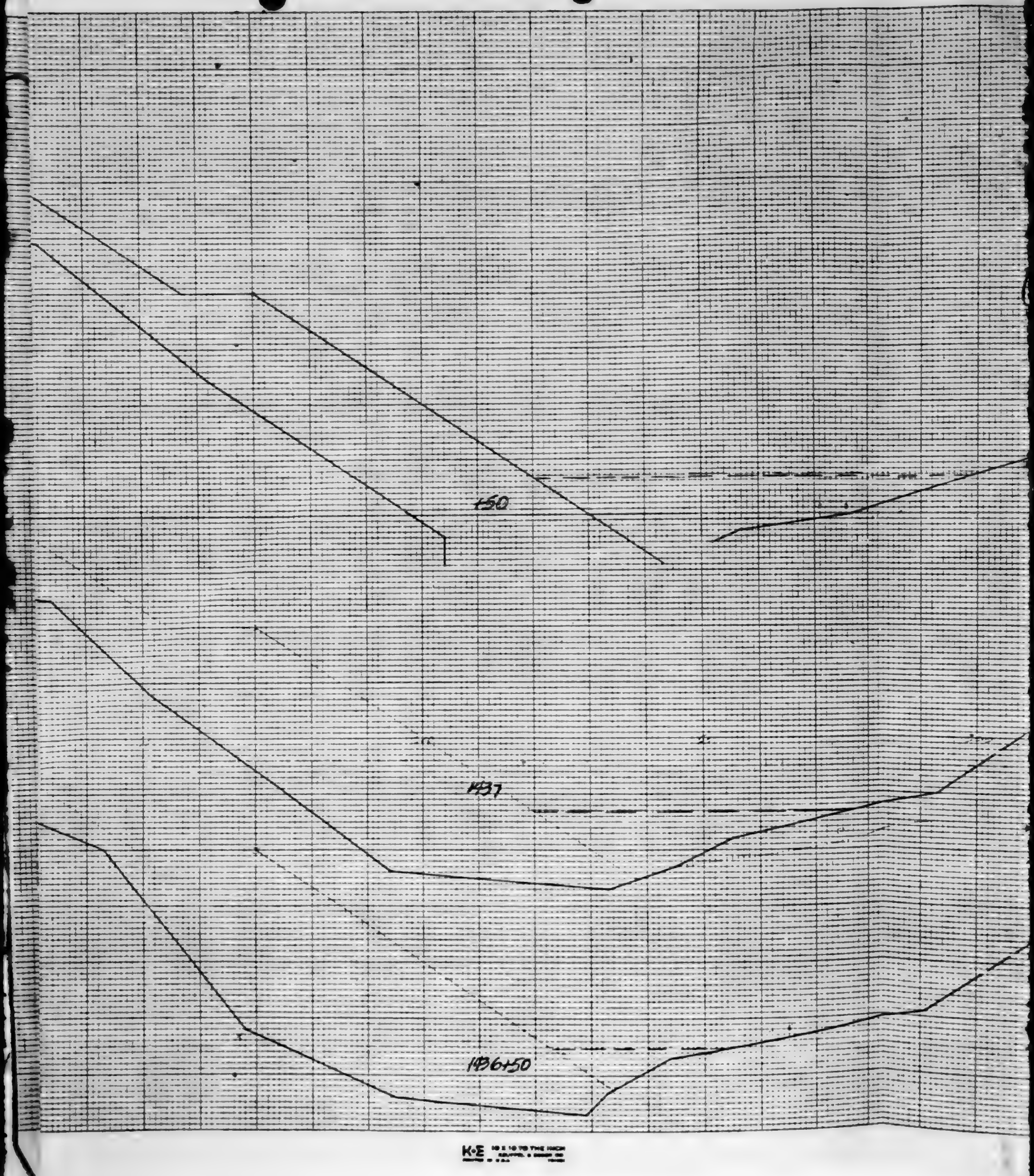
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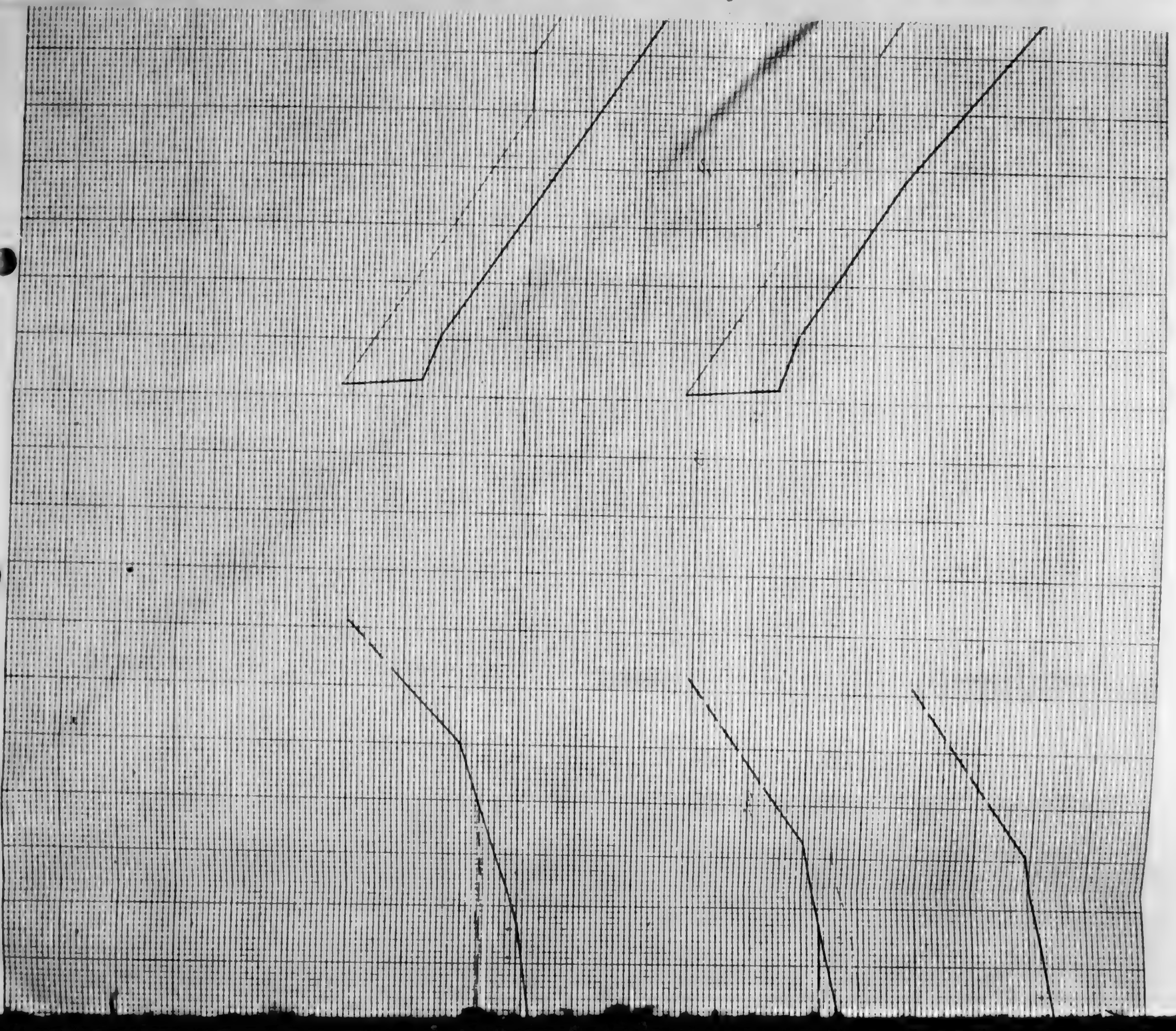

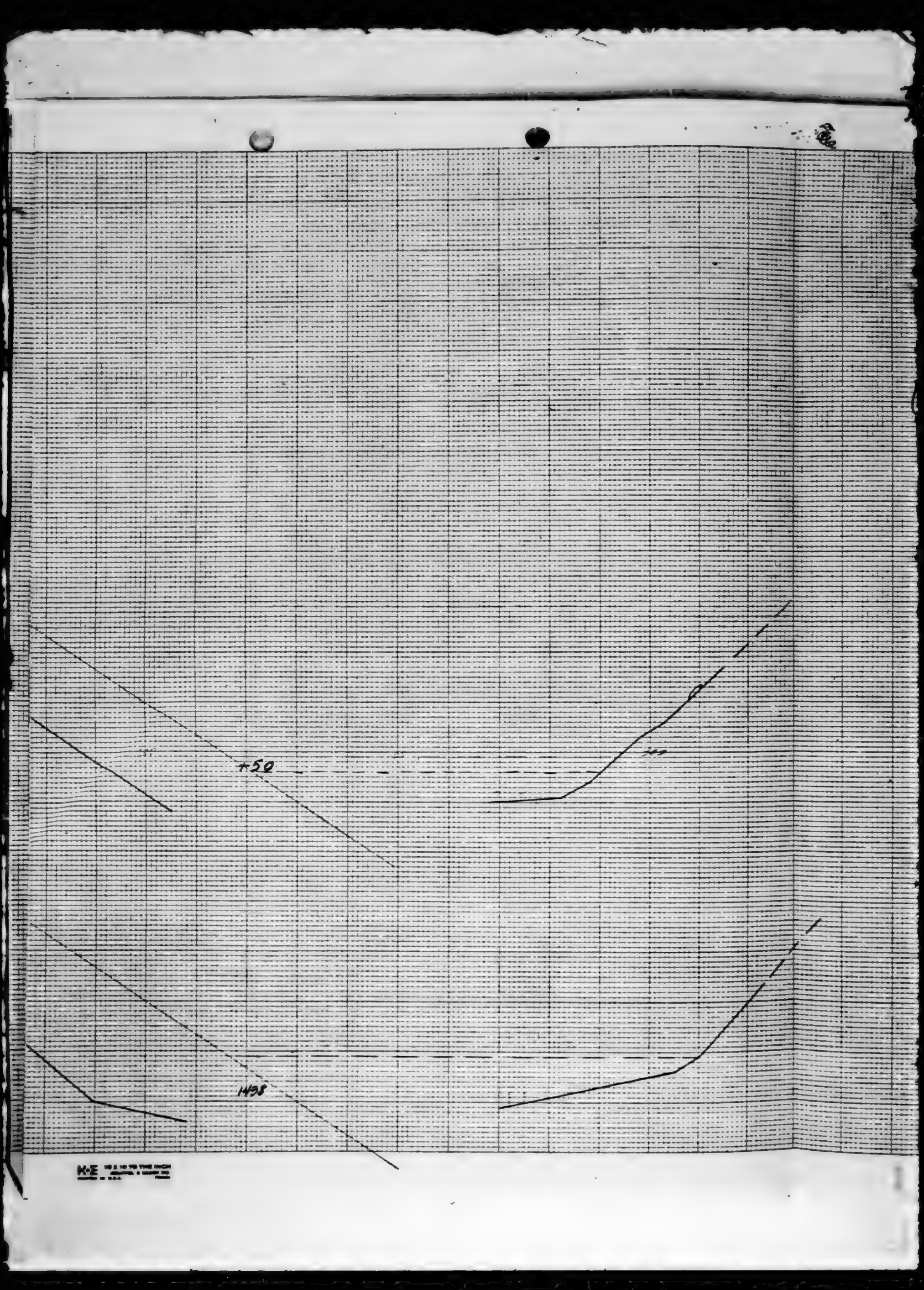
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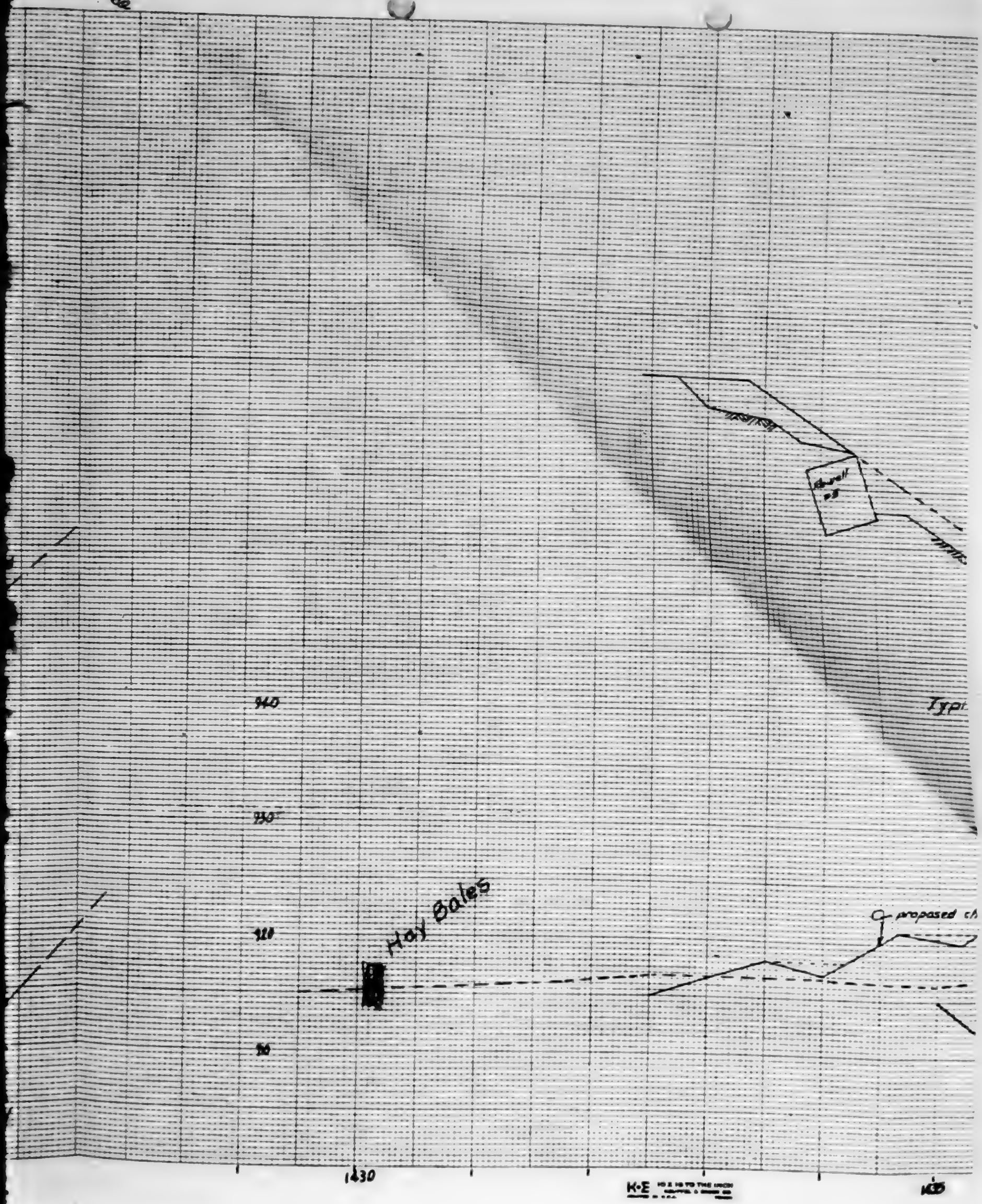
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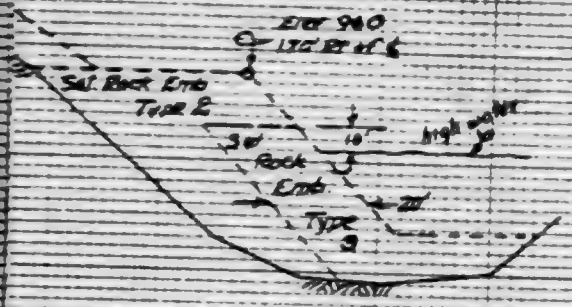
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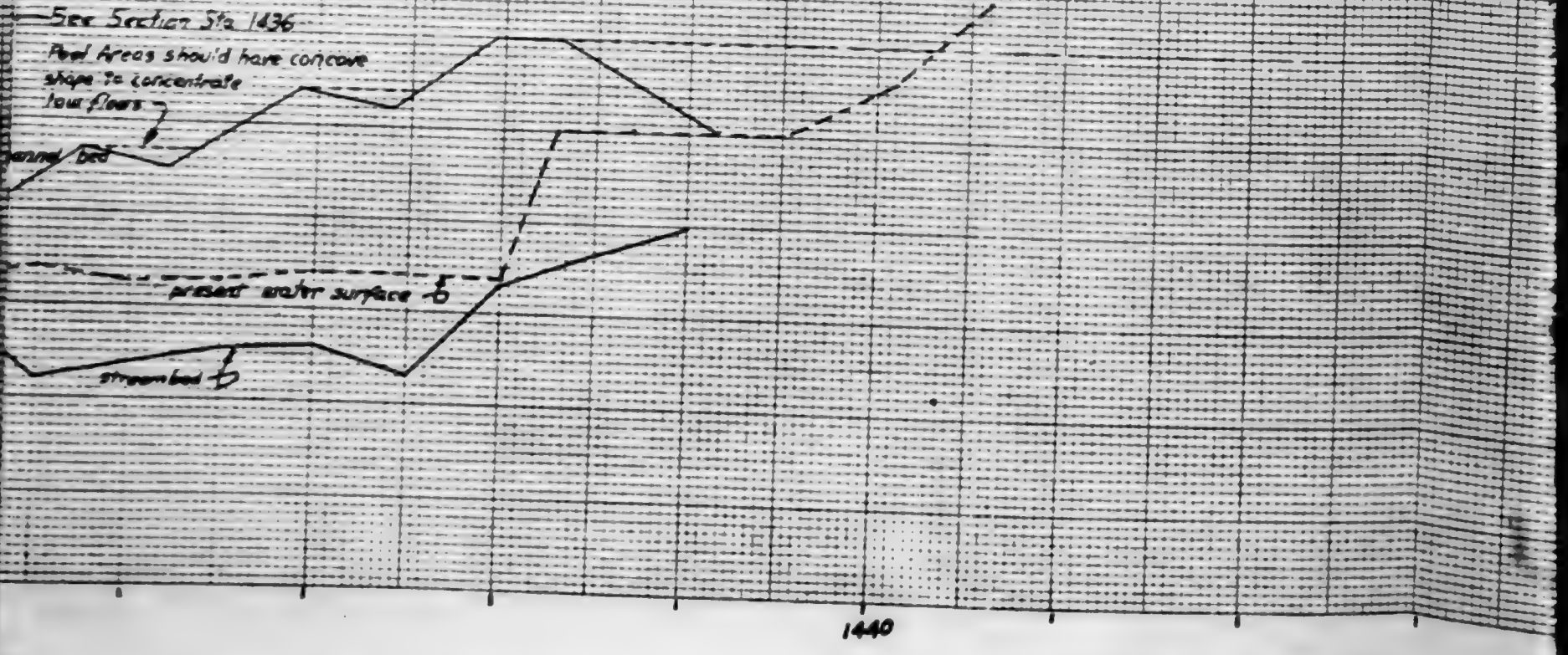
See Section Sta 1436
Pool Areas should have concave
shape to concentrate
low flows
present water surface
streambed
1440

35

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 21, 1977

To: Frank Terpin
Location Engineer

SUBJECT: Slater Creek-Mystic Creek
Coos Bay-Roseburg Highway
Douglas County
R. E. Wall Slide at Sta. 1436

I was invited by Ed Johnsen to inspect and analyze the subject slide. This is the slide under the reinforced earth wall. Inspection was made in company with Ed Johnsen, Ron Chassie, Vince Tabor, Elliott Parker, Pete Bowers, Jim Gix, and Al Bates in the morning of October 14. About 200 feet of slope and wall has moved toward the river as much as 20 feet.

Six drill holes were made, and logs and slope indicator observations in them indicate that sliding is taking place at the top of in-place formation at a depth of a little over 40 feet under the wall.

Preliminary talks with affected agencies seemed to indicate that remedial construction by a buttress fill which would be placed in the river will be approved. This is the most logical remedy because suitable rock material is readily available and an alternative rock inlay under the existing slope would require extensive excavation and probably new detour construction. Or. a new wall might be constructed involving the cost of the wall and slope stabilization.

The proposed buttress as shown on the attached cross section has a stabilizing factor of safety of 1.4 by graphic analysis and 1.5 by ICES Lease computer analysis. These factors are a little higher than usual, but high shear stress is involved for a clay soil contact, and the critical water table was taken only about 50 percent of the height of the slide; therefore, it is not considered excessive.

RECEIVED
OCT 27 1977
LOCATION SECTION

F. W. Yarbrough
Soils Engineer

FWY:af
cc: J. H. Versteeg
Jim Gix
Ed Johnsen (2 for FHWA)
Elliott Parker
Al Bates
Jack Davis

REFERRED TO

Beard	Dorn
Cole	Semple
Eriksen	Watson
Hager	Lou

Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg	Trout
Christensen	
Georgs	
Olson	Do Not File ☐
Terpin	Return To
Sullivan	Bring Up
Scott	Action
Savage	

RECEIVED
OCT 24 1977
ENGINEERING SECTION

Water Table
assumed in analysis

Top of slide

With buttress

Safety Factor by Graphic Method

Slip ① FS: 1.4

" ② FS. 1.48

Soil strength c = 600 #/ft² φ 30°

buttress " c = 0 φ 40°

Safety Factor by ICES Level

Slip ① F.S. = 1.5

Depth of sliding observed in #3 at top of clay.

55

CL

55

100

Top of Slide

①

R.E

170' Pr. El

Depth of Sliding observed in #3 at top of clay

Proposed Rock Buttres

SS

CL

SS

x = points on ICE's Lense circle

100

1040

1020

1000

SLATER CREEK - MYSTIC CREEK

E. WALL #5 STA 1436 SLIDE

7

980

Ty 10-19-77

960

960

940

920

900

80

N. Fk. Coquille R.

P310

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-11-77

FEDERAL AID PROJECT NO.
RF DP-29(26)

STATE PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RF-63 & 64

COUNTY NAME
Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
10-1-75	9-9-77	Primary 14 / Primary 35

GENERAL LOCATION:
"Slater Creek - Mystic Creek"

GENERAL DESCRIPTION OF WORK:
Permanent Signing throughout project

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON AN ~~AGREED~~ ~~AMOUNT~~ FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Keasey's letter of 9-29-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 9 at a total estimated cost not to exceed $1,460 Federal Funds $1,140.

Approved 10-1-77

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-19-77	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8310

Form 61-734-3208

STATE COPY

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Slater Cr.- Mystic Cr. Section Date April 21, 1977.

Highway Coos Bay- Roseburg Contract No. 8310

County Douglas Prefix 10-1059

Contractor Roy E. Ladd, Inc. F. A. Project No. RF-DP-29(26)

Address P.O. Box 750, Redding, CA. 96001 Order No. 24

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Clear and burn approximately 2 Acres.

APPROVED EFFECTIVE DATE 5/20/77
Contingent upon modification of project agreement if additional funds are required.
BY D. K. G. [illegible]
TITLE Dist. Engineer
DATE 7/6/77
FEDERAL HIGHWAY ADMINISTRATION

Location by station numbers:

12 Mile Creek Waste Area.

Estimate of quantities and cost:

Labor.....$1,472.00
Equip.....$1,703.00
Total $3,175.00

RECEIVED
JUL 8 1977
CONTRACT PAYMENTS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The area proposed for clearing was not anticipated for use in the original contract. No bid items exist for the payment of this work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$[illegible]
Present estimate of project costs, including $3,175.00 for work under this order	$[illegible]
Expected under-run amount / over-run	$626,068
Expected under-run per cent / over-run	8

Space to right of this line is for use of Salem Office

Submitted by: Alfred Yates
Resident Engineer

Approval Recommended: [signature]
Regional Engineer

Approval Recommended: [signature]
For: Construction Engineer or Bridge Engineer

Approved 4-27-77 [signature]
Construction Engineer

ZIP*78604-734

#1310

Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

OREGON STATE LAND BOARD

ROBERT W. STRAUB
Governor

NORMA PAULUS
Secretary of State

CLAY MYERS
State Treasurer

June 29, 1977

1 Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
2 Tr

RECEIVED
JUN 29 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

(File w/DSL Permit)

Mr. Roy E. Ladd
Roy E. Ladd Construction Company, Inc.
P.O. Box 92
Camas Valley, OR 97416

Dear Mr. Ladd:

This letter is to confirm the conversations and agreements between Mr. Bill Mullarkey from the Oregon Department of Fish & Wildlife in Coos Bay, Mr. Alfred Bates of the Oregon State Highway Department in Roseburg, and several employees from your Company. The meeting held Friday, June 17, 1977, concerned a proposed stream crossing for the purpose of positioning a crane to set prestress concrete girders atop piers of the west bridge across the Middle Fork Coquille River in Section 16, Township 30 South, Range 9 West, W.M., on State Highway 42. It was agreed upon by those present to construct a culvert-fill structure upstream from the bridge centerline provided that:

1. Sand bags be placed at both ends of the culvert-fill structure.

2. Visquene, or comparable material, be placed on the upstream faces of the sand bags prior to the placement of any fill material to prevent perculation through the fill.

3. The culvert shall have a diameter of no less than 30 inches and shall extend downstream an adequate distance to isolate the active flow from any activity within or involving the waterway.

4. The fill width at the top shall not be greater than 25 feet unless specifically authorized in writing by Mr. Bill Mullarkey. A copy of such agreement should be sent to this office.

5. The fill material between the sand bag ends and between the banks shall consist only of clean upland quarry rock.

6. The least amount of fill material possible shall be placed for the crossing.

7. The culvert-fill structure shall be removed on or before September 1, 1977.

8. Removal of the structure shall include removal of material placed between the two piers of the west bridge as discussed in the meeting. This should take place prior to the removal of the upstream set of sand bags and the culvert.

9. All efforts shall be made to prevent <u>any</u> turbidity increase.

This letter shall act as an addendum to your existing permit, RP 2155. All Attachment "A" special conditions from RP 2155 shall apply.

If you have any questions, contact Roger Nottage or me at this office.

Sincerely,

WILLIAM S. COX
Director

Eugene R. Schmitz, Supervisor
Environmental Management Unit

ERS:kp

Enc.

cc: Bill Mullarkey, Dept. of Fish & Wildlife
Alfred Bates, Highway Division, Roseburg
R. Terry Westfall, DEQ, Roseburg
Don Trout, Dept. of Transportation, Salem

#8310

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
May 10, 1977

FROM: Donald L. Trout
Design Office Engineer

TO: MEMORANDUM TO THE FILES

SUBJECT: Slater Creek-Mystic Creek
Coos Bay-Roseburg Highway
Douglas County

Roger Nottage, Division of State Lands, called May 9 at 2:30 p.m. to say they were ordering that work involving streams be stopped on this project until a meeting could be held to assess the impact. He stated that a meeting had been held on April 28, 1977, with the contractor, Dept. of Fish and Wildlife, Dept. of Environmental Quality and the Oregon State Highway Division to discuss work the contractor wanted to do that was contrary to the conditions of the Removal/Fill Permit. At that meeting several items involving stream work were agreed upon. On May 9, 1977, Mr. Nottage said the Division of State Lands received a letter from the contractor outlining several items of work they were doing that was contrary to what was agreed upon April 28, 1977.

Alfred Shirley, Region 3 Engineer, and C. T. Keasey, Construction Engineer, were immediately informed by phone of this stop work order. A copy of the letter from the Division of State Lands to the contractor regarding the April 28, 1977, meeting is attached.

Attachment
cc: H. S. Coulter
E. S. Hunter
C. T. Keasey
Alfred Shirley
Al Bates

RECEIVED
STATE HWY ENGR
MAY 11 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

OREGON STATE LAND BOARD

ROBERT W. STRAUB
Governor

NORMA PAULUS
Secretary of State

CLAY MYERS
State Treasurer

May 6, 1977

1 Versteeg
Olson
Chairperson
Scott
Swenson
2

RECEIVED
MAY 0 9 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Mr. Roy E. Ladd
Roy E. Ladd, Inc.
P.O. Box 92
Camas Valley, OR 97416

Dear Mr. Ladd:

This letter is to confirm the proceedings of a meeting held April 28, 1977, concerning the proposed activities by the Roy E. Ladd Construction Company on the construction of the Slater Creek-Mystic Creek relocation of State Highway 42. Present at that meeting were:

Roy E. Ladd	-	Ladd Construction
Alfred Bates	-	Oregon State Highway Div.
Bill Mullarkey	-	Dept. of Fish & Wildlife
R. Terry Westfall	-	Dept. of Environmental Quality
Jim Gix	-	Oregon State Highway Div.
Curtis Duval	-	Oregon State Highway Div.
Steve Crouch	-	Oregon State Highway Div.
Reed Holingshed	-	Ladd Construction
Mark Christopher	-	Ladd Construction
Roger Nottage	-	Division of State Lands

Discussed at that meeting was the proposed placement of the pre-stressed girders onto the piers of the west bridge located approximately at Station 1330. Approval was given to construct an access road to the base of the bridge beginning at or near Station 1320 at approximately a 10° grade along the north bank of the Middle Fork Coquille River.

A stream crossing is to be constructed using two railroad flat cars side by side. Abutments for the temporary crossing are to be made of logs setting on a mud sill and sandbagged for protection. No operation within the river is permitted except for the preparation of the abutments. This operation shall be conducted in a manner to prevent any turbidity increase.

Any encroachment of fill into the waterway caused by the construction of the access road shall be sandbagged to prevent any deposition of material into the active flow.

Straw bales and micron filters shall be installed downstream of any activity prior to any operation. That area used last year, located downstream of the west bridge, is acceptable this year.

Also discussed at the meeting was the proposed construction of a stream crossing near Station 1464. The agreement reached was to construct a crossing downstream of the Twelve Mile Creek bridge. Railroad flat cars or a structure of 45' or more in length may be installed within 100 feet downstream of the above-named bridge. Cuts into the bank are approved for access to the bridge but are to be held to a minimum. Abutments shall be constructed similar to the proposed crossing at Station 1330, mentioned above. Fill for approaches to the proposed crossing shall be held to a minimum.

This letter constitutes an amendment to Material Removal-Fill Permit 2155. Only those activities specified in this letter and Removal-Fill Permit 2155 are authorized, and all work must be accomplished according to conditions set out in this letter and the permit.

If you have any questions, contact this office.

Sincerely,

WILLIAM S. COX
Director

Eugene R. Schmitz, Supervisor
Environmental Management Unit

ERS:kp

cc: Alfred Bates
Bill Mullarkey
R. Terry Westfall
Don Trout

8310

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-9-77

FEDERAL AID PROJECT NO.
RF-29(25)

E PROJECT NO.
See below

COUNTY NAME
Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RF-62

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 9 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

orig to

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	5-9-77	Primary 14	Primary 35

GENERAL LOCATION:

"Slater Creek-Mystic Creek Section"

GENERAL DESCRIPTION OF WORK:

Acquisition of right of way.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

Temporary easements
File 49601

XX ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 4-21-77, you are authorized to proceed with the actual acquisition of temporary easements from the above listed file at a total estimated cost of $300 - Federal funds $234.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-9-77	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

#8310

35

FORM 81.724-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

May 6, 1977

Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY GARY A. POTTER

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Project Re-Evaluation
Additional Waste Site
Slater Cr.-Mystic Cr.
Coos Bay-Roseburg Hwy.
Douglas County (10-1059)

Region 3 of the Oregon State Highway Division has made plans to develop and use a supplemental waste site for the subject project as a result of the unsuitability of sites previously studied.

Environmental impact documentation refers to four waste sites planned for the subject project. Site one (from west to east) has been filled. Site two has become unusable because of observed movement resulting from a partial loading. Site three has received a substantial amount of material, and is slated to receive more, if the width of the material can be kept at its present level. Site four, on the far side of the river, was anticipated for use in conjunction with a nearby channel change (which has been completed), but was later found to be unneeded.

A new waste site has been proposed to solve the present problem. Proposed is a site about ¼ mile from Highway 42, along the Twelvemile Creek Access Road. It would be necessary to improve an old cat skid-road to the site proper.

The actual site is a local depression or wide spot in a small seasonal drainage trace running to the north-northwest. It occupies approximately 4 3/4 acres of timber land, part of a larger parcel owned by Longview Fibre Co. Legally, the parcel is part of the NW¼ of the SW¼ as well as part of the SW¼ of the NW¼ of Sec. 11, T30S., R 9W, WM.

The proposed width of the fill would vary from 250' to 400' over a length of approximately 525'. With 2:1 slopes, the anticipated 100,000 yds^3 of fill should not exceed a height some 45' above the existing ground line.

IMPACTS OF THE PROPOSED ACTION

HAUL

One area of impacts would be related to the haul. Using a maximum waste figure of 100,000 yds^3, an estimated 10,000 trips would be required with 12-yd, 3-axle trucks. These trucks would approach Twelvemile Creek Access Road from surplus material points several hundred yards east on the Slater Cr.-Mystic Cr. construction section. They would turn left onto the bridge over the Middle Fork at Twelvemile Cr. Rd., proceed about 1/4 mile, and then turn left onto the waste area access road to be constructed. Roseburg Lumber Co., owner of Twelvemile Cr. Rd., wants $.10/$yd^3$ fee for use of their road and the bridge. This would cost about $10,000 for the total haul over their facilities then.

All necessary signing, staging and/or flagging to insure motorist safety will also be incorporated into the proposed haul.

SITE PREPARATION

The proposed waste site also has to be prepared - including improvement of the access road. The site, now supporting chinkapin, madrone, alder, willow, canyon live oak, manzanita, ceanothus, blackberry, etc. as well as desired species of Douglas fir, grand fir and cedar, would have to be cleared and grubbed. This would have an immediate cost of about $4,000. It would also involve damages as about 7 years of growth would be lost when the Douglas fir is replanted. There would also be some loss in site productivity due to compaction, loss of topsoil and drainage disruption. This loss has been assigned a value of about $50 per acre or $240 for the total project (the land has been given a value of $300 per acre without merchantable timber - all values assigned by Region R/W staff).

The existing drainage trace would also have to be altered either by piping the flow through or under the fill or by routing it around the waste material. Due to expense and potential disruption of a culvert, a cut-off ditch to the south and west of the fill (flowing north) has been suggested.

MATERIAL EMPLACEMENT

Again, the material is anticipated to be deposited over a width of 250' to 400' with a long axis of approximately 525', more or less parallel to Tenmile Creek Road. Side slopes would be graded 2:1. Maximum height is expected to reach 45' above existing ground line - though it will average more like 30'. The site itself is judged to be stable. The existing groundslope is modest; the substrate is sandstone; and there is no visible evidence of any past movement. Given the anticipated composition as well as the slope and height of the waste material, the finished fill should also be stable. Thorough drainage diversion and care in placing the base of the fill would help to ensure stability. Rocky materials would be especially appropriate in the base of the fill along the bottom of the depression and along the unslope edge of the fill.

MITIGATION

Though extensive mitigation, e.g., contouring or serrating of slopes, importation of topsoil, etc. does not seem warranted, some steps are practical and should be taken.

Excellent natural topographic or vegetative screening already exists. The site is now totally screened from ORE 42 by a steep intervening ridge line. An existing fringe of abutting higher vegetation to the southwest, west and northwest should be maintained to block the view of the site from Twelvemile Creek Road.

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Just as rocky materials should be placed in the bottom of the fill - where reasonably practicable - select finer materials should top off the fill. Hopefully this material would provide a suitable growing medium for subsequent vegetation. Seeding and mulching should then follow upon completion of the fill, in anticipation of fall rains, and planting of Douglas fir should follow in season.

CONCLUSION

Prompt implementation of a supplemental waste site is necessary to the progress and completion of the Slater Cr.-Mystic Cr. Section. The proposed site appears to provide an opportune solution to this need. It is proximate, accessible, and capable of carrying the waste.

It has been determined that the impacts of developing and using the proposed supplemental waste site would not have a significant effect on the quality of the environment, particularly in light of the proposed mitigative measures. Therefore, the existing approved environmental impact statement would not need formal supplementation.

Attachment: Two mosaics were sent to FHWA under separate cover.

GAP:cjh

cc: E. S. Hunter
Alfred Shirley
Eb Engelmann
Don Trout

8310

DATE: May 5, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Slater Creek-Mystic Creek Section
Contract No. 8310
Request for Increase in Project Authorization

An 8.7 percent overrun is now expected on this primary federal-aid project which is about half completed. This is a heavy grading, paving and structures project involving some complete new location on 4.74 miles of the Coos Bay-Roseburg Highway in Douglas County. Roy E. Ladd, Inc. is the contractor.

The general excavation quantity is expected to overrun about 5.6 percent, for $118,000 added. Part of the project has to be built under staged traffic with close limitations on the available space. Flagging is expected to require more than three times the contract quantity of 6,000 hours, adding over $200,000. Slide-related work accounts for the largest items of increase totaling over $515,000. At least eight added orders are slide-related to place rock inlays, remove slide material, pioneer and reshape slopes due to slides and a large Price Agreement increased the height of retaining walls and added on additional wall. A grade change was made in the largest slide area (raising the grade to reduce excavation in the unstable area) under this price agreement. The project authorization includes $250,000 for slide correction, but the actual slide-related work encountered will require about twice that much funding. The overrun request includes $150,000 for future contingencies since the project is only about half completed.

Your approval is requested for an increase of $676,068.09 to a new total authorization of $8,424,979.22. This added work is

all expected to be federal participating. This item will be on the Consent Calendar for your approval at the May 17 meeting.

JAB:fr:ab

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
C. T. Keasey
L. W. Rulien
V. E. Skoog
Alfred Shirley
George Bell
Max Klotz

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 2, 1977

FILE: CON 5 #8310

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Slater Cr.-Mystic Cr. Section
Contract No. 8310
Request for Increase in
Project Authorization

An 8.7 percent overrun is now expected on this primary Federal-aid project which is now about half completed. This is a heavy grading, paving and structures project involving some complete new location on 4.74 miles of the Coos Bay-Roseburg Highway in Douglas County. Roy E. Ladd, Inc. is the contractor.

The general excavation quantity is expected to overrun about 5.6 percent (66,000 cu. yds. at $1.80 per cu. yd.) for $118,000 added. Flagging is expected to require more than three times the contract quantity of 6,000 hours (fortunately this is bid at a very reasonable price of $15 per hour). Part of the project has to be built under staged traffic with close limitations on the available space. Slide-related work accounts for the largest items of increase. At least eight added orders are slide-related to place rock inlays, remove slide material, pioneer and reshape slopes due to slides plus the large Price Agreement 19 which increased the heighth of retaining walls and added an additional wall. A grade change was made in the largest slide area (raising the grade to reduce excavation quantity in the unstable area) under this price agreement. The project authorization includes $250,000 for slide correction, but the actual slide-related work encountered will require about twice that much funding. The overrun request includes $150,000 for future contingencies since the project is only about half completed.

This matter has already been to the PCRB where approval for the Price Agreement 19 work was secured. Rough draft letter to the Transportation Commission requesting an increase of $676,068.09 to a new total authorization of $8,424,979.22 is attached. This added work is all expected to be federal participating.

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JAB:fr

Att.

cc: Robert Church

#8310

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Salem, Oregon
April 20, 1977

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

49601 - Longview Fibre Co.
Slater Creek-Mystic Creek Section
Coos Bay-Roseburg Highway
Douglas County

Attached is a 2 Parcel description, an authorization and 8 prints covering a waste area site for the subject project, as requested by Region 3.

Also attached is the field sketch map and Virgil Wilson's note to you dated April 8, 1977.

BY:

Floyd O. Scott
Right of Way Description Engineer

FOS:mg

Attach.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

April 13, 1977

FILE:

FROM: for L. C. Grothaus
Adm. Right of Way Agent

SUBJECT: Description for a Waste Material Area Easement

TO: J. H. Versteeg
Road Design Section

Attention: Floyd Scott

Please provide a description for a waste material area easement covering the 4.75 acre site shown on the attached map prepared by A. W. Bates, Resident Engineer.

LCG:jc

NOTED
FLOYD O. SCOTT

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 2210

APPLYING TO CONTRACT PROJECTS

Order No. 3

Section Slater Cr.- Lyntic Cr. Date April 14, 19 77

Highway Coos Bay- Roseburg F.A.P. No. Sr-DP-2?(26)

County Douglas Prefix 10-1059 Account No.

Description of Work To Be Done:

Drill holes and install slope indicator tubes in Mandatory Disposal Area No.2.

ok 4/19/77 JL

Location by Station Numbers:

Station 1432 to 1443, Left.

Estimate of Quantities and Costs:

Labor.....$10,650.00 ✓
Equip..... 4,350.00
Total...$15,000.00

OREGON DIV APPROVED ESTIMATE 4-14-77

Explanation:

Past instability of the area has demonstrated the need for slide monitoring devices.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 7,715,911.13
Present estimate of project cost, including $ 15,000.00 for work under this order	$ 7,715,911.13
Expected under-run / over-run (amount)	$
Expected under-run / over-run (per cent)	

Space to right of this line is for use of Salem Office

Submitted by: Alfred W. Bates, Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For Construction Engineer or Bridge Engineer

Approved: Construction Engineer

4-14-77

SP*79802-734

7310

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ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

March 21, 1977

1 Verstteg ✓
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2 Chairperson Dur ORS
Scott
3 Swenson AGB
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Public Contract Review Board
100 State Office Building
Salem, OR 97310

Gentlemen:

Request for Pricing Exemption
Slater Creek-Mystic Creek
Contract No. 8310

In accordance with Rule 10.160, application is hereby made on behalf of the Oregon Department of Transportation for exemption of certain additional work under this contract which will exceed the 10 percent limitation of Rule 10.150(b).

(a) This contract is for a major reconstruction of 4.5 miles of the Coos Bay-Roseburg Highway in Douglas County. It was contracted in October, 1975 and completion is expected by late fall of this year. Environmental considerations limit the changes that can be made in stream channels and terrain. Part of the new work has to be performed in stages under traffic.

(b) The contract amount is $6,500,021. In anticipation of major landslide problems, our project authorization included an extra $270,000 (in addition to our usual 4 1/2 percent contingency fund) for possible slide corrective work, if needed. A major landslide has now occurred, affecting an area 1,600 feet long. This, along with other corrective work and engineering changes, has accumulated pricing changes now expected to exceed the allowable 10 percent. Some of these new prices were of a "value engineering" nature to reduce the project cost.

The original project included five steel bin type retaining walls, each at separate lump sum bid prices totalling $265,000. As the

REFERRED TO

Board Reed
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Erikson Watson BW
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BY FINAL DESIGN ENGINEER

original planned work was staked, it was found necessary to add another retaining wall. Further investigation of a contractor cost reduction proposal resulted in changing the type of wall construction from metal bins to a newer "reinforced earth" type, which is more economical at greater wall heights. The net result of adding the sixth wall and repricing the original five to the different design resulted in a net increase of $48,500, or a $313,500 price agreement.

To overcome the new slide problem, a significant grade change has been made which will add a seventh retaining wall to avoid encroachment of fills into the Middle Fork Coquille River, and also requires greater height for three of the other walls and resulting increased cost. This results in new pricing of $638,540 and retains $204,000 of the earlier price agreement. Four other price agreements for horizontal drains in the slide areas, slide waste removal, granular embankment for slide control and roadway patching total $94,000, making a total of $936,540 in new pricing on this project now. This is 14.4 percent of the contract amount.

(c) This added work is similar to the contract work and an essential extension of it. Traffic, environmental and economic factors make it imperative to perform it under the existing contract. Impact cost to terminate the existing contract or delay it would be significant.

We respectfully request your consent to exceed the 10 percent pricing limitations.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
L. W. Rulien
Jack Sollis
Vern Skoog
J. H. Versteeg
Alfred Shirley

#8310

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

March 9, 1977

FILE: CON 5

ORIGINAL SIGNED BY J.X. WILSON

FROM: J. X. WILSON
Regional Maintenance Engineer

TO: MEMO TO THE FILE

SUBJECT: Slater Cr.-Mystic Cr. Sec.
Coos Bay-Roseburg Highway
Contract No. 8310
Douglas County

This documents a field inspection directed toward erosion control and stream protection as called for under the contract and Dept. of State Lands permit. Participating in this inspection were the following:

Bill Mullarkey	Dept. of Fish and Wildlife
Roger Nottage	Dept. of State Lands
Earl Johnson	" " " "
Terry Westfall	D.E.Q.
A. W. Bates	Highway Division, Res. Engr.
J. J. Gix	" " Reg. Const. Engr.
Eb Engelmann	" " " Environmentalist
Steve Crouch	" " Asst. Res. Engr.
J. X. Wilson	" " Reg. Maint. Engr.

In general, erosion control and work in and adjacent to river appeared satisfactory. Exceptions were: 1. Treatment of river crossings involving both installation and removal. Any possible damage has been done and nothing more is contemplated at this time. 2. Access road leading to river crossing just upstream from easterly structure - bar ditches are to be constructed to prevent rutting and erosion of roadbed. Work to be accomplished by labor and shovels. 3. Material pushed up in old channel downstream from westerly structure. This material was placed at the direction of Division of Fish and Wildlife Biologist Ed Schwartz to minimize eddying and bank erosion. Placement and dressing up not done as well as could be expected. Further work will probably be done in this area next summer.

REFERRED TO
Board ____ Read ____
Cole ____ Sample ____
Brisen ____ Watson ____
Hagar ____ Wolfe ____
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BY FINAL DESIGN ENGINEER

We are agreed that periodic inspections will be made jointly on all appropriate construction projects. This should eliminate many current problems and help provide solutions to those that can be anticipated in the future.

jxw/cw

cc C. T. Keasey
A. W. Bates
Bill Mullarkey
Roger Nottage
Earl Johnson
Terry Westfall

1 Versteeg
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2 Christensen
Scott
3 Swenson
Savage
4 Trout

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cc: J.H. Versteeg for info

Copies to Potter, Tom Savage, Bridge, Maintenance & Location

8310

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Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

OREGON STATE LAND BOARD

ROBERT W. STRAUB
Governor

NORMA PAULUS
Secretary of State

CLAY MYERS
State Treasurer

February 1, 1977

Mr. J. K. Wilson
Regional Construction Engineer
P.O. Box 1128
Roseburg, OR 97470

Dear Mr. Wilson:

Re: Slater Creek-Mystic Creek Sec.
Coos Bay-Roseburg Highway
Douglas County
Contract No. 8310

In your letter dated November 30, 1976, you referred to misunderstandings and misleading information about the above-listed project. We feel we must respond to your letter in order to substantiate the problem areas referred to and hopefully resolve at least some of the problems.

First of all, we recognize the contractor made a real effort to minimize turbidity within the project area by the use of 80 micron plastic filters and straw bales. Even though these efforts were not totally successful in reducing turbidity to comply with the NP 2155 permit condition #1, a significant improvement in water quality was realized.

The greatest concern we have is the stream crossings constructed for this project. There is little evidence for your objection to our statement concerning the constructed "rock" stream crossings. Enclosed are photographs taken on various dates by our waterway permits investigator. These pictures document the lack of rock used for construction of these crossings.

On August 24, 1976, Rick Nemetz, project supervisor for Roy E. Ladd Construction Company, explained to our investigator and Mr. Bill Mullarkey, district biologist for the Department of Fish and Wildlife, that he was aware of the stream crossing agreement between his Company and the Department of Fish and Wildlife. He mentioned that the rock supply was far less than anticipated and they did not have a sufficient supply to construct them as agreed. To our knowledge, there was no attempt by the contractor to arrive at an alternative that would have been acceptable to the Fish and Wildlife Department.

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Also, in your letter you stated, "Both the state and the contractor on the project have made a sincere effort at erosion control on this project..." Granted, some of the disturbed areas have been adequately protected; but others, like the two bridge sites, have barren and unprotected banks threatening the water quality of the river (see photos).

Photo #1 shows the remains of the stream crossing south of Station 1387. That portion of the stream crossing within the channel should be removed before high water takes it out. Also, approximately 200 feet downstream from the west bridge waste material has been pushed up along the left bank (see photo #3). This material is on the outside bank of the meander, and as such it is subject to erosion. The waste material should be removed because of the potential turbidity problem. But this would not be a good time to do it because there are redds downstream of this site that could be damaged by sedimentation. The ideal solution to the problem would be to temporarily stabilize the material until the fishery conflicts are past and then remove the waste material from the stream and dispose of it properly. If the waste material is left where it is, each high water will continue to erode it. I'm sure you are aware of the problems this can cause.

We would appreciate any measures that you could take to provide temporary stabilization of this material and the ultimate removal of it.

This year's low flows have forced many more fish to spawn in the main stem of the Middle Fork Coquille River instead of the tributaries and headwaters. Excessive turbidity from the areas exposed during construction activity and left unstabilized could have an adverse impact on the anadromous fishery by smothering eggs in the gravel.

We hope that you can appreciate our concerns and respond accordingly. The attached photographs would seem to speak for themselves. If you have questions, please direct them to Roger Mottage or me at 378-3805 in Salem.

Sincerely,

WILLIAM S. COX
Director

Eugene R. Schmitz, Supervisor
Environmental Management Unit

ERS:kp

Enc. 3

cc: Don Trout
Bill Mullarkey

Order for State Force Work

Contract No. 8310

APPLYING TO CONTRACT PROJECTS

Order No. 4

ection Slater Creek-Mystic Creek Date January 5, 1977

Highway Coos Bay-Roseburg F.A.P. No. RF-DP-29(26)

County Douglas Prefix 10-1059 Account No. 270 -04

Description of Work To Be Done:

Place temporary delineators.

Location by Station Numbers:

Throughout project.

Estimate of Quantities and Costs:

85 each @ $10.00 = $850.00

Explanation: Delineators to be placed where shoulder is too narrow for any other type traffic control device.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization $7,748,911.13

Present estimate of project cost, including

$850.00 for work under this order $7,748,911.13

Expected under-run / over-run (amount) . . . . . $

Expected under-run / over-run (per cent) . . . . .

Spare to right of this line is for use of Salem Office

Submitted by: Alfred W. Bates Resident Engineer

Approval Recommended: J. X. Wilson Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: 1-11-77 Construction Engineer

SP*7562-734

F8310

Salem, Oregon
December 6, 1976

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

J. X. Wilson
Region 3 Construction Engineer

Slater Creek-Mystic Creek Sec.
Coos Bay-Roseburg Highway
Douglas County

Your November 30 letter to the Division of State Lands describes the measures taken on the Slater Creek-Mystic Creek project to protect water quality. This indicates a genuine concern for the problem and that positive steps have been taken on construction to mitigate environmental impacts of the Slater Creek-Mystic Creek project.

JHV:jh
cc: A. W. Bates
Gary Potter (w/attachment)
Tom Savage (w/attachment)
Tom Lowe, FHWA (w/attachment)

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

CON 5

Region 3

672-6658

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6544~~

Eugene R. Schmitz, Supervisor
Environmental Management Unit
Division of State Lands
1445 State Street
Salem OR 97310

November 30, 1976

Re: Slater Creek-Mystic Creek Sec.
Coos Bay-Roseburg Highway
Douglas County
Contract No. 8310

Dear Mr. Schmitz:

I received a copy of your letter to Don Trout dated September 24, 1976 relative to erosion control on the referenced project. I believe some misunderstanding exists and you might have received some misleading information which I hope I can resolve.

Attached is a copy of a letter report I asked our Resident Engineer, Al Bates, to supply after reading your letter. As indicated, many things have been done to mitigate potential damage to the environment as a result of this project - most notable was the use of straw bale filter dams and a new patented plastic filter system to remove suspended solids from stream waters.

We particularly want to take exception to your statement that stream crossings were constructed of soil rather than rock as originally planned. The crossings were constructed of rock to an elevation above expected high water, with common material then placed up to final elevation. Your field investigator apparently did not look closely and made an assumption that was in error.

During certain phases of construction up to this point and again next year, unavoidable siltation in the Middle Fork of the Coquille will occur. This was discussed with and understood by several Fish and Wildlife

Commission staff prior to any work commencing. Both the state and the contractor on the project have made a sincere effort at erosion control on this project - more so than on any other within this particular region. To my knowledge, we have not received any bona fide complaints from anyone and, in fact, have had the Coos Bay area Fish Biologist on the project at times to assist in planning of the work with no mention from him of any deficiencies.

We are as concerned as anyone with preserving the environment and are willing to take any reasonable steps in connection with our work to achieve that end. If we inadvertently allow some undesirable activity, we want to be the first to know. If you receive future complaints, would you please immediately contact our liaison, Don Trout, so that warranted corrective action can be taken immediately.

Very truly yours,

ORIGINAL SIGNED BY J.X. WILSON

J. X. WILSON
Regional Construction Engineer

jxw/cw
Attach.

cc C. T. Keasey
J. H. Versteeg ✓
A. W. Bates

1 Versteeg
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2 Savage

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FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

November 23, 1976

FILE: CON 5

Alfred W. Bates

FROM: Alfred W. Bates,
Resident Engineer

TO: J.X. Wilson,
Regional Construction Engineer

SUBJECT: Slater Creek-Mystic Creek
Coos Bay-Roseburg Highway
Douglas County
Contract 8310
Fill Violations
Division of State Lands

Mr. Schmitz states that a permits investigator reported that the stream crossings were made of soil. The stream crossings at the bridges and the channel change were constructed of rock to well above the water and the elevation was raised with soil at the bridges. There were problems with the culvert leaking, etc. at the westerly crossing and the State purchased straw to filter the stream and the contractor placed a 80 micron plastic filter in the stream during construction until about two weeks after the crossing was removed. There was never any problem at the easterly bridge crossing, therefore the contractor did not place the filter in the stream here until he removed the crossing.

A dam was placed in the stream at the channel change and the stream was diverted through a 24" pipe. The channel change was nearly all shot rock. The ends of the channel change were in soil.

The contractor placed the 80 micron screen in the channel below the channel change before plugging the culvert and diverting the channel.

It had been explained to the Wildlife people, before the design for the project was approved, that at the time the channel was opened there would be mud in the stream. This was not supposed to be a great problem.

All of the slopes that were disturbed before September 30, 1976 were seeded and mulched by that date. Some dirt had raveled over original ground and this has been removed. All of the partially graded sections have been ditched and piped, settling basins have been constructed, roadside ditches have been deepened and cleaned and backfilled with filter rock.

Three large slides that normally wash several tons of mud into the stream have been stablized and rock faced.

There should be considerable less silt in the river this winter than during a normal winter before construction.

ROSEBURG REGION
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FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

November 15, 1976

FILE: CON 5

FROM: EB ENGELMANN
Regional Environmentalist

TO: MEMO TO FILES

SUBJECT: Erosion Control Review
Slater Cr.-Mystic Cr. Sec.
Coos Bay-Roseburg Highway, #35
Douglas County

On November 8, 1976, I met on the project section with Al Bates, Resident Engineer, and Steve Crouch, Assistant Resident. We met to review both erosion control in general and progress in preparing the job for winter.

We've been fortunate in having a mild, dry autumn. Even as I write this memo, the first substantial fall freshet has yet to arrive. Consequently construction activity has run later than usual this year. Still, the contractor is making preparations for winter rains and he proposes to wind up his earthwork and grading for this season on November 12.

The project was covered with seeding and mulching by October 6. The temporary crossing fills at the two bridge sites also came out in October. Some material remains in the channel on the easterly crossing. There simply was no way to remove this material cleanly so it is being left for high water to take out. One final crossing site (a shallow, gravel bar straddling fill with a pipe in a deeper adjacent distributary) remains just upstream of the easterly bridge site. This pipe will be removed about November 20 when the deck on the bridge becomes usable.

Final "winterizing" efforts will be conducted during the week of November 15-19 and will include cleaning ditches, lining ditches with crushed aggregates, making final connections on cutoff ditches on benched cut sections, patching on temporary staging connections, etc.

Again, the pipe will be removed from the last low-water crossing site on about November 20. This should be the last operation involving direct contact with the Middle Fork Coquille on this contract.

ee/cw

cc J. H. Versteeg
A. W. Bates

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FORM #1-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 1, 1976

FILE:

FROM: J. H. Versteeg
Road Design Engineer

TO: Alfred Shirley
Region 3 Engineer

SUBJECT: Slater Creek-Mystic Creek Section
Coos Bay-Roseburg Highway
Douglas County

NOTED
E. S. HUNTER

In the Division of State Lands' letter of September 24, 1976, (copy attached) they expressed concern for stream siltation that might be caused during the forthboming winter rains. Any siltation will have a negative impact on fish and other acquatic life and their habitats, and will make it increasingly difficult to obtain permits for future construction and maintenance projects.

Every precaution should be taken to prevent siltation from entering the stream from our newly exposed dirt surfaces. Seeding, mulching, rock slope protection, settling basins, filters, check dams, etc., should be used to the fullest extent to prevent contamination of the stream.

If this office can be of any assistance in accomplishing this, please advise.

DLT:jh
Attachment
cc: E. S. Hunter
C. T. Keasey

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#8310

November 1, 1976

Division of State Lands
1445 State Street
Salem, Oregon 97310

Attention: Eugene R. Schmitz

Dear Eugene:

Re: Slater Cr.-Mystic Cr. Section

After this weekend's first fall rains the Slater Creek-Mystic Creek job was discussed with the Resident Engineer to find out whether the work outlined in your September 2nd meeting with the contractor had been successful. He reports that the river crossings are out and the stream looked good. They were going to check for any stoppages to the fish run which normally comes with the first rains.

The seeding and mulching has been done and some small settling basins constructed. So far there have been no erosion problems from this rain.

Your comments have been brought to the attention of the appropriate people. While this will do nothing for the past we can hope that it will help in the future.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:
ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Design Office Engineer

DLT:jh
cc: Alfred Shirley

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ROUGH DRAFT

Salem, Oregon
October 21, 1976

To: REGION ENGINEERS
RESIDENT ENGINEERS
DISTRICT ENGINEERS

From: E. S. Hunter
Assistant State Highway Engineer

Re: Division of State Lands
Permits for In-Stream Work

In spite of the many projects we complete without creating problems we continue to receive word from the Division of State Lands that complaints are being received concerning our removal or filling of materials in waterways of the State. Complaints are being received for both construction and maintenance activities and are being made to the Division of State Lands by other state agencies, private companies, associations, private individuals, etc.

Problems can be created in three categories:

1. Doing in-stream work of over 50 cubic yards of material without a permit.
2. Doing work not covered in the application for the permit.
3. Not operating under the conditions of the permit we have.

There are several things we should all be reminded of in an effort to eliminate these problems.

1. Regulations for removal or filling of materials in waterways of the State are established by Oregon Law. We have no choice as to whether or not we want to accept and abide by the rules and regulations. As a State agency we should make the maximum effort to uphold the law and set a good example.

2. Rules and Regulations.

a. Unless otherwise specifically permitted by statute or administrative rule, no person or governmental body shall remove more than 50 cubic yards of material from the beds or banks in any calendar year or place more than 50 cubic yards of fill in any waters of this State without a permit from the Division of State Lands. Waters of this State mean natural waterways including all tidal and non-tidal bays, estuaries, constantly flowing streams, rivers, creeks, lakes and other bodies of water in this State, navigable and non-navigable, including that portion of the Pacific Ocean which is within the boundaries of this State but does not include man-made mill ponds, drainages, or irrigation ditches. Constantly flowing streams are any stream which flows during a portion of every year and supports aquatic life.

b. ORS Chapter 541 pertains to the beds and banks of all waters of this State including lakes, streams, rivers and the Pacific Ocean. The act shall apply to that portion of a natural water body lying below the level of <u>bankfull stage</u>. Additionally, the act shall apply to all estuarine lands, including salt and tidal marshes, and other wetlands lying below the elevation at which significant woody vegetation (trees, etc.) ceases to grow because of frequent inundation.

c. The removal/fill law <u>does not</u> apply to <u>filling</u> within forest lands as long as the fill is on a non-navigable waterway and conforms to the Forest Practices Act (ORS Chapter 527). Removal within forest lands <u>is not</u> allowed without a permit issued under Chapter 541.

Forest land is land for which a primary use is the growing and harvesting of forest tree species.

d. A permit is not required for fill or removal activity directly associated with the construction, operation or maintenance of dams, pump platforms or other water diversions authorized by the State Engineer's permit under ORS Chapter 543. However, a removal permit is required for removal of material in projects covered by State Engineer's permits under Chapters 537 and 539.

e. A permit is required for fill, removal or alteration projects located within the beds and banks of Scenic Rivers of this State as defined in ORS Chapter 390.

f. The removal/fill law does not apply to any action of a federal agency, or its authorized agents or contractors, charged with the development of the water resources of this State and nation. However, the law does apply to miscellaneous actions of federal agencies not congressionally authorized to develop the water resources of this State.

3. In construction projects we obtain for the contractor a permit from the Division of State Lands for all in-stream work specifically called for in the plans. It is his responsibility to obtain a permit for any in-stream work for his convenience not called for on the plans. We should not allow any such work to begin until a permit is obtained.

4. If during the construction of a project it becomes necessary to significantly alter the plans for any instream work, the Road Design office should be notified so this can be cleared with the Division of State Lands prior to commencing the work.

Your cooperation is requested in an effort to prevent further problems with our work involving streams. If you have questions on construction projects, call Don Trout at 378-6558 or if it is a maintenance activity, call Ken Karnosh at 378-6528.

DLT:jh
cc: H. S. Coulter
C. T. Keasey
D. H. Moehring

#8310

ROUGH DRAFT

Salem, Oregon
October 20, 1976

Division of State Lands
1445 State Street
Salem, OR 97310

Attention: Eugene R. Schmitz

Dear Eugene:

Re: Slater Cr.-Mystic Cr. Sec.

Your letter of September 24, 1976, revealed there were several complaints made about our stream-side and in-stream activities on this highway improvement project.

A project of this size in the close proximity of a stream is going to result in a certain amount of turbidity. Construction activities on this project were controlled within the time limits established in the permit issued by your office. Close contact is being maintained with the local Fish and Wildlife representative in an effort to minimize any possible stream damage. It is unfortunate that those complaining don't realize that to build them a better highway system they will have to expect some inconvenience, some minor alternation of the immediate environment and a certain amount of turbidity where streams are involved. If they would only take time to discuss their concerns with the engineer on the job perhaps the situation they are upset over would not seem so significant.

Steps are being taken to prepare all exposed areas to withstand the winter rains and prevent unnecessary siltation from entering the streams. Seeding and mulching, rock slope protection, etc., are being employed to prevent erosion during the winter.

Your cooperation in dealing with our activities is greatly appreciated.

Very truly yours,

DLT:jh
cc: E. S. Hunter
C. T. Keasey
Alfred Shirley, Jr.

DIVISION OF STATE LANDS

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE
LAND BOARD

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JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

September 24, 1976

Mr. Don Trout
Design Office Engineer
Oregon State Highway Division
223 Highway Building
Salem, OR 97310

Dear Don:

We have received and investigated several complaints concerning Highway Job #163 involving the realignment of Highway 42 between Slater Creek and Mystic Creek on the Coos Bay-Roseburg Highway in Douglas County.

Complaints involving stream-side and in-stream activities have been filed by the Department of Fish and Wildlife, Department of Environmental Quality, State Forestry, State Police and private individuals.

On September 2, 1976, our permits investigator, accompanied by a representative from the Department of Fish and Wildlife, met Mr. Rick Nimetz of Ladd Construction to discuss some of the problems that have developed from the construction. We explained that the main areas of concern are the stream crossings located at the site of the channel change and the two bridge sites.

Prior to construction Ladd Construction Company agreed that all crossings would be constructed of rock to eliminate unnecessary soil placement in the river's channel. It has been noted during the investigation that all of the crossings are composed of soil, contrary to this agreement.

During the September 2 meeting it was agreed that the clean-up within the banks of the Middle Fork of the Coquille River would commence as soon as possible and was to be completed by October 1, 1976, which is the cutoff date in the permit. Further, the

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washing of exposed soils from areas along the stream which have been stripped of vegetation, together with past in-stream operations, will result in heavy siltation this winter. These suspended fines will have a negative impact on fish and other aquatic life and their habitats.

These exposed areas should be faced with rock and/or planted before the onset of freshets this winter. The stream crossings, dirt, and loose material should be removed from the river and placed well above the bank line.

We ask that your department cooperate in implementing the measures outlined above.

If you have any questions, please call Roger Nottage or me.

Sincerely,

Eugene R. Schmitz, Supervisor
Environmental Management Unit

ERS:kp

#8310

DIVISION OF STATE LANDS

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

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WILLIAM S. COX
Director

October 11, 1976

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Mr. Don Trout
Design Office Engineer
Oregon State Highway Division
223 Highway Building
Salem, OR 97310

Dear Don:

We have reviewed the asphalt and concrete fill incident on the South Santiam River above Foster and find the following:

1. According to the Department of Environmental Quality the old concrete and asphalt sections placed over the bank will not have a deleterious effect upon water quality.

2. The purpose of the fill was to widen the highway shoulder in a stretch that was experiencing significant and noticeable erosion.

3. Concrete and asphalt are not normally acceptable materials for bank protection in areas of public view because of their poor aesthetic appearance. Much of the fill area is visible to highway travelers.

4. Some of the larger pieces have slipped down onto the riverbed and are serving no use to the revetment.

5. The revetment is at a quite steep slope and is not toed in. Some sluffing has already occurred, and more can be expected with forthcoming higher flows.

It is very unfortunate that we are now in the position of trying to decide whether or not to leave in place a fill which was illegally placed and which would probably not have been endorsed by the state natural resource agencies had it been reviewed under the removal/fill permit process. The alternative is to expend a great sum of public funds to remove the fill.

After considerable thought and discussion, we believe that it will not be necessary to remove the fill, primarily because it is providing necessary and desirable protection to the highway. It will be necessary, however, for the Highway Division to develop a revegetation plan for our review and approval and to implement this plan so that revegetation is accomplished after winter flows have subsided and prior to May 31, 1977.

Further, the large pieces which have slipped into the river are to be removed during daylight hours of weekdays by clamshell dredge between July 1 and September 30, 1977. If major bank sluffing occurs, it may also be necessary to install quarry rock riprap on the lower bank during that period.

Please contact Gene Schmitz or Earle Johnson if there are any questions.

Sincerely,

Stan Hamilton

Stanley F. Hamilton, P.E.
Waterway Manager

SFH:kp

cc: Jim Lauman, Dept. of Fish & Wildlife
Paul Ingram, Dept. of Fish & Wildlife

3310

PRO 6-2

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

October 5, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM for FLG
L. W. Rulfen
Program Management Engineer

SUBJECT Minor Program Change
Archeological Salvage

We request your approval of a minor program change to add archeological salvage including any or all of the three phases of work set forth in FHPM 7-7-4 (PPM 20-7) to the following listed projects.

It is understood your approval of the preceding request will result in authorization and obligation of additional federal funds, as tabulated, for each project. Reimbursement will be claimed on an actual cost basis.

U of O No.	Project No.	Requested Authorization Date	Project Est. Cost	Federal Funds
001	JOP-95(3)	Jan. 17, 1976	$ 495.50	$ 425.00
002	RF-UP-29(26)	Jan. 19, 1976	4,009.00	3,439.00
003	RF-187(17)	Mar. 1, 1976	16,000.00	13,728.00
004	RS-15-107(2)	Mar. 3, 1976	658.00	564.00
005	ROS-000S(3)	Mar. 4, 1976	526.00	451.00
006	I-205-7(2)303	Mar. 3, 1976	1,235.00	1,059.00
007	RS-01-109(1)	June 20, 1976	461.30	395.00
008	RS-23-122(1)	June 20, 1976	468.50	401.00
009	US-TQS-265(4)	June 24, 1976	16,540.00	14,191.00
010	RF-29(24)	Mar. 12, 1976	460.00	394.00
011	RS-599(1)	Aug. 30, 1976	370.66	318.00
012	RF-115(24)	Aug. 30, 1976	370.68	318.00
017	RS-30-110(1)	Sept. 7, 1976	370.00	317.00
018	RS-117(2)	Sept. 7, 1976	345.00	296.00

Enclosed are two copies each of form "Archeology Authorization" for each project for your approval. Upon approval please return one approved copy for our files.

We further request authorization to proceed with work by the U of O for each project on the date shown in the preceding tabulation.

JLG:bb
Enc.

cc: Gary Potter
D. E. Swan

1. Elk River – Port Orford — JoP-95(2) Curry — $325
2. Slater Creek – Mystic Creek — NF-01-29(6) — $310
3. Buchanan – Cecil Reservoir — Harney — Con 21-4
4. Head Road – Airport Road — Jackson — Con 21-8 Jackson
5 Statewide Roadside Obstacles Projects — Jun 10-1 SP.
6 Columbia River – Lake Road — Multnomah & Clackamas — Con 21-1 SP 205
7 Powder River (Phillips) Bridge — Baker — BS-01-109(1) — $400
8 Malheur River (Russell) Bridge — Malheur — BS-23-122(1) — $349
9 Airport Rd. – Lancaster Dr. — Marion
10. Remote Section — Coos County — Con 21-4 — Con Bay Roseburg
11 Skipanon River (Warrenton) Br. — Clatsop — Mai 14-1-1 SP
12 S. Unit Astoria – Camp Rilea — Con 21-101 — Clatsop
13 N. Fk. Cold Springs Ct. — Umatilla — RS-20-100 — $45.
18 Fifteenmile Creek Bridge — Wasco — Con 19-1 F.

Please mail
copies of the
funding authorization
for
9-3

#8310

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
September 27, 1976

FROM: Donald L. Trout
Design Office Engineer

SUBJECT: Excess Stream Turbidity
Slater Creek-Mystic Creek Section
Coos Bay-Roseburg Highway
Douglas County

TO: MEMO TO THE FILE

On Friday, September 24, 1976, Mr. Roger Nottage, Division of State Lands, called to say they were receiving complaints about excess turbidity in the Middle Fork of the Coquille River along our job. He said he was sending us a letter concerning this.

Mr. Nottage did not say exactly when the complaints were made but he had visited the site and discussed the problem with the Project Supervisor, Mr. Rick Nimmitz. The problems apparently were caused by crossing the stream, particularly at the new structure sites. Mr. Nimmitz had apparently talked with the Fish and Wildlife people and was given an approval if the crossings were made of rock. Mr. Nottage stated, however, it did not appear to him that adequate rocky material had been used to prevent turbidity.

Region office (Mr. Jack Ayers) was immediately notified of the situation and requested to take appropriate action to correct the problem. The letter from the Division of State Lands will be forwarded when received.

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DLT:az
cc: Mr. E. S. Hunter
Mr. C. T. Keasey
Mr. A. E. Shirley, Jr.

#8310

DIVISION OF STATE LANDS

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JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

September 24, 1976

Mr. Don Trout
Design Office Engineer
Oregon State Highway Division
223 Highway Building
Salem, OR 97310

Dear Don:

We have received and investigated several complaints concerning Highway Job #163 involving the realignment of Highway 42 between Slater Creek and Mystic Creek on the Coos Bay-Roseburg Highway in Douglas County.

Complaints involving stream-side and in-stream activities have been filed by the Department of Fish and Wildlife, Department of Environmental Quality, State Forestry, State Police and private individuals.

On September 2, 1976, our permits investigator, accompanied by a representative from the Department of Fish and Wildlife, met Mr. Rick Nimetz of Ladd Construction to discuss some of the problems that have developed from the construction. We explained that the main areas of concern are the stream crossings located at the site of the channel change and the two bridge sites.

Prior to construction Ladd Construction Company agreed that all crossings would be constructed of rock to eliminate unnecessary soil placement in the river's channel. It has been noted during the investigation that all of the crossings are composed of soil, contrary to this agreement.

During the September 2 meeting it was agreed that the clean-up within the banks of the Middle Fork of the Coquille River would commence as soon as possible and was to be completed by October 1, 1976, which is the cutoff date in the permit. Further, the

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washing of exposed soils from areas along the stream which have been stripped of vegetation, together with past in-stream operations, will result in heavy siltation this winter. These suspended fines will have a negative impact on fish and other aquatic life and their habitats.

These exposed areas should be faced with rock and/or planted before the onset of freshets this winter. The stream crossings, dirt, and loose material should be removed from the river and placed well above the bank line.

We ask that your department cooperate in implementing the measures outlined above.

If you have any questions, please call Roger Nottage or me.

Sincerely,

Eugene R. Schmitz, Supervisor
Environmental Management Unit

ERS:kp

#5310

35

Salem, Oregon
September 10, 1976

Merle Anderson
Landscape Designer

Al Bates
Resident Engineer

Slater Creek-Mystic Creek
Coos Bay-Roseburg Highway
Douglas County

The mulch product "Spra Mulch", manufactored by Spra Mulch, Inc., 8712 Willow Road, Redmond, Washington, meets our Standards Specifications for wood sellulose and is accepted by this office for use on the Slater Creek-Mystic Creek project.

MA:az
cc: Alfred Shirley

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DIVISION OF STATE LANDS

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JAMES A. REDDEN
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WILLIAM S. COX
Director

September 9, 1976

Highway Job #163
Roy E. Ladd
Highway Building
Salem, OR 97310

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Gentlemen:

One year ago, the Division of State Lands issued a Removal/Fill permit to you authorizing certain work within the beds and banks of the waters of this state. That permit will expire very soon and if you wish to continue the activity it will be necessary to renew the permit within the next few weeks. If you do not wish to renew this permit please initial the appropriate box below and return this letter to our office.

We have an application and suitable plans and drawings on file for this project - as it was envisioned last year. If no changes are planned, the application on file will be used in project review. If you plan to do other work or modify your earlier plans, please complete the attached application and send it, with suitable maps and drawings, to our office. Regardless of which path you take regarding the application, you should initial the renewal box below and send this letter and a check for the renewal fee (shown below) to our office.

If you have any questions involving the permit program or this renewal, please call Jan Haley at 378-3059.

Sincerely,

Stan Hamilton

Stanley F. Hamilton, P. E.
Waterway Manager

SFH:mp

Enclosure

Permit No. RP 2155 - Roy E. Ladd
Expiration date 11-12-76
Please return by 9-25-76
Fee $50.00

WLP Please renew this permit. There is no change in plan from last year.

_____ Please renew this permit. Attached are revised application and drawing.

_____ I do not wish to renew this permit.

8310

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Slater Cr.- Mystic Cr. Section — Date August 31, 1976, 19

Highway Coos Bay- Roseburg — Contract No. 8310

County Douglas — Prefix 10-1059

Contractor Roy E. Ladd, Inc. — F. A. Project No. RF-DP-29(26)

Address P.O. Box 756, Redding, CA. 96001 — Order No. 10

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Move Historical Stone

Approval Recommended as of 8/31/76

APPROVED EFFECTIVE DATE 8/31/76
Contingent upon modification of project agreement if additional funds are required.
BY R. K. Hoosier
TITLE for Dist. Engineer
DATE 9/20/76
FEDERAL HIGHWAY ADMINISTRATION

Location by station numbers:

From STA.1387, 17'Rt. to STA.1381+90, 100' Lt.

Estimate of quantities and cost:

$500.00 per attached estimate.

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STATE HWY ENGR
SEP 29 '76
REFER TO
Kenney
FOR

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Anticipated Item.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$ 7,748,911.13
Present estimate of project costs, including $ 500.00 for work under this order	$ 7,748,911.13
Expected under-run / over-run amount	$
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: Alfred W. Bates, Resident Engineer

Approval Recommended: J. X. Wilson, Regional Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer

Approved For ..... Construction Engineer

SP*70004-734

8310

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8310

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 30, 1976

FROM: C. T. Keaser
Construction Engineer

TO: J. B. Boyd
Right of Way Engineer

SUBJECT: R/W File 48635
Georgia-Pacific Corp.
Slater Cr.-Mystic Cr. Section
Coos Bay-Roseburg Highway
Contract No. 8310

Attached is correspondence from Region 3 concerning the obligation on the above file whereby we agreed to cut, deck and store all merchantable timber from the property for removal by the Georgia-Pacific Corporation.

Another agreement with the Bureau of Land Management requires that we make this parcel available for use in conjunction with their Bear Creek Park.

Removal of the merchantable timber on this property would effectively destroy its scenic and recreational value, since the criteria for "merchantable" includes all timber which will make a 4-inch diameter top.

We have estimated that it would cost approximately $10,500 to cut the timber, pile it in cold deck and clean up the debris. We have also had a cruise made of the timber on the site and have determined that it has a value of $3,600.

We have determined therefore that the timber should not be cut, but instead should be left in place undisturbed.

Please initiate negotiations with Georgia-Pacific to accomplish this end.

CTK:fr

Att.

cc: E. S. Hunter
J. X. Wilson

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R. L. Schaefer

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State Treasurer

WILLIAM S. COX
Director

August 17, 1976

Mr. Don Trout
Design Office Engineer
Oregon State Highway Division
223 Highway Building
Salem, OR 97310

Dear Don:

Re: Fill Violation - South Santiam River
River Mile 47

We have conducted an on-site investigation of the reported filling activity by OSHD crews along the South Santiam River between Foster and Cascadia. Our investigation revealed that hundreds of yards of asphalt and broken concrete have been dumped over the bank along approximately 800 feet of highway right-of-way.

The bulk of the material in question is not presently in the water. However, at bankfull stage the majority of the material would be subjected to the high flows. The asphalt material is an inferior product for bank protection purposes, both from an engineering and an aesthetic viewpoint. Because of its relatively low specific gravity, the asphalt material could dislodge during high flows and be carried downstream thereby introducing the foreign material some distance below the project area.

The site where the material was dumped is a popular fishing area, and because of its high visibility, the aesthetic impact of the project is not acceptable to this agency. The use of this material for bank stabilization is not consistent with the state's waterway management program.

Since a permit for this activity would not have been granted by the Division, we feel that the most appropriate remedy for

1 Versteeg
Olson
Christensen
Scott
Swenson
Savage
2 Trout

RECEIVED
AUG 18 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Bring Up
Other

the problem would be complete removal of the objectionable material. We will, however, consider any reasonable alternative that you may have for adequately dealing with the problem.

Please contact me when you have had time to consider the proposed remedy and alternatives that you may have.

Sincerely,

Eugene R. Schmitz

Eugene R. Schmitz, Supervisor
Environmental Management Unit

ERS:kp

*8310

35

Salem, Oregon
August 16, 1976

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

49376 - C. & D. Lumber Co.
Slater Creek - Mystic Creek Section
Coos Bay - Roseburg Highway
Douglas County

Attached is a description an authorization and R/W prints covering R/W for a slide area on the subject contract project.

Also attached is your correspondence and Permit of Entry which you received from Region 3.

BY: f
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

8310

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

July 6, 1976

Mr. E. J. Petersen
Acting State Director
Bureau of Land Management
Post Office Box 2965
Portland, Oregon 97208

Dear Mr. Petersen:

The Highway Division has indicated they have adequate rights-of-way and material sources within the subdivisions named in DA-557-Oregon. The earlier rights-of-way, which were granted to them under file Oregon 15542, are adequate to complete that section of highway known as the Slater Creek-Mystic Creek Section of the Coos Bay-Roseburg Highway.

I appreciate this opportunity to review our needs and release you from further consideration under our priority.

Sincerely,

Governor

RWS:bb

bcc Department of Transportation
(F. B. Klaboe - Ext. 6516)

RECEIVED
DOT OPERATIONS
JUL 7 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
MARIE STEPHENS

RECEIVED
JUL 1976
OFFICE
DIRECTOR of TRANSPORTATION

COPY

United States Department of the Interior

IN REPLY REFER TO:
OR 15542
2370 (943.1)

RECEIVED
JUN 22 1976
Governor's Office

BUREAU OF LAND MANAGEMENT
OREGON STATE OFFICE
P.O. Box 2965 (729 N.E. Oregon Street)
Portland, Oregon 97208

JUN 21 1976

006640

Please prepare draft reply for Governor's signature by 7-2
Thank you.

Honorable Robert W. Straub
Governor of Oregon
Salem, Oregon 97310

Dear Governor Straub:

Section 24 of the Federal Power Act (16 U.S.C. 818) states that before powersite lands are declared open to location, entry, or selection under appropriate public land laws, notice of intention to make such declaration shall be given to the Governor. The law affords the State for a period of 90 days a preference right of application for highway rights-of-way or material sites for the construction and maintenance of such highways.

The Federal Power Commission has issued its determination, DA-557-Oregon, dated November 4, 1975. A copy is enclosed. This determination resulted from the Oregon State Highway Division's application for a Federal Aid Highway right-of-way, OR 14610, which was granted on November 25, 1975.

In compliance with the law, we will not declare the lands described in DA-557-Oregon open to application for use under applicable public land laws for a period of at least 90 days from the date you receive this notice.

If it is your decision to waive this preference right, we will appreciate such a statement from you. Please refer to case file OR 15542.

Sincerely yours,

E. J. Petersen
Acting
State Director

Enclosure:
Copy DA-557-Oregon

RECEIVED
STATE HWY ENGR
JUN 25 '76
Info Inve R/ C/ V/ A/ File

RECEIVED
DOT OPERATIONS
JUN 24 '76
REFER TO
Coulter
FOR
1 2 3 4 5 6 File

RECEIVED
JUN 24 1976
OFFICE
DIRECTOR of TRANSPORTATION

UNITED STATES OF AMERICA
FEDERAL POWER COMMISSION

SECTION 24

Before Commissioners: Richard L. Dunham, Chairman;
William L. Springer, Don S. Smith,
and John H. Holloman III.

Lands Withdrawn in Power Site Reserve No. 659 and Water Power Designation No. 14	)))	Docket No. DA-557-Oregon State of Oregon Department of Transportation, Highway Division

FINDING UNDER SECTION 24 OF THE FEDERAL POWER ACT

(Issued November 4, 1975)

The State of Oregon Department of Transportation, Highway Division, has filed an application (OR 14610) under the Act of August 27, 1958 (72 Stat. 885), for a Federal Aid Highway right-of-way affecting the following described lands of the United States withdrawn for power development purposes:

Willamette Meridian, Oregon
T. 30 S., R. 9 W., sec. 9, S½SE¼;
sec. 17, S½NW¼.

The requested right-of-way is for realignment and other improvement of existing State Highway No. 42, between Coos Bay and Roseburg, Oregon.

The subject lands lie on the Middle Fork Coquille River and are withdrawn in Power Site Reserve No. 659 and Water Power Designation No. 14, both dated December 12, 1917.

The power value of the subject lands lies in their possible use for conduit location. The plan of power development, suggested by the U. S. Geological Survey in its classification study, proposed a diversion dam approximately 2 miles upstream from the subject lands with a conduit extending about 7 miles to a powerhouse located approximately 2 miles downstream from the subject lands in sec. 17. Such development would develop 620 feet of head to produce 6 MW of power.

DC-23

NOV 1975
RECEIVED
Bureau of
Land Management
Portland, Ore.
Land Office

Under current criteria, the power potential of this reach of Middle Fork Coquille River is considered negligible and there are no plans known to be under active consideration for power development in the area of interest. Because of the small power potential and the flexibility of conduit location, the U. S. Geological Survey recommends revocation of the power withdrawals affecting the subject lands. Under the circumstances, approval of the highway right-of-way application appears to be in the public interest.

The Commission finds:

It has no objection to the approval of the highway right-of-way applied for or to the revocation of Power Site Reserve No. 659 and Water Power Designation No. 14 insofar as they affect the subject lands.

By the Commission.

(S E A L)

Kenneth F. Plumb,
Secretary.

agenda

HIGHWAY CORRIDOR AND DESIGN RESOLUTION

WHEREAS, the Oregon Transportation Commission heretofore authorized and directed the Engineer to study and prepare route locations and highway designs on the following sections of state highways:

a. Slater Creek-Mystic Creek Section of the Coos Bay-Roseburg Highway in Douglas County,

b. Poormans Creek Section of the Jacksonville Highway in Jackson County,

and in connection therewith to prepare maps showing the locations and designs for said sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed his study and prepared maps showing the route locations and highway designs and has submitted the same for the final decision of the Commission; and

WHEREAS, under the direction of the Transportation Commission a public hearing was held in City of Winston on August 29, 1974, concerning the Slater Creek-Mystic Creek Section, to present the Engineer's route location and highway design and considerations bearing on the same, and to record the views of members of the public in connection therewith; and

WHEREAS, a public hearing was not required for the Poormans Creek Section; and

WHEREAS, after due consideration of the aforesaid maps, field notes and other engineering data submitted by the Engineer, the transcript of the testimony given at the public hearing, the views given by various governmental agencies, officials and advisory groups affected by the highway route locations and highway designs; and also of the social, economic and environmental effects of the route locations and highway designs proposed by the Engineer, it is the judgment of the Commission that the route locations and highway designs for said highway sections designated as the Slater Creek-Mystic Creek Section in Douglas County and the Poormans Creek Section in Jackson County should be approved.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1a. That the route location and highway design as shown on the Engineer's map of the Slater Creek-Mystic Creek Section of the

Coos Bay-Roseburg Highway, beginning at Highway Engineer's Station 1246+00 near Slater Creek and extending in an easterly direction to Highway Engineer's Station 1485+00 south of Mystic Creek which map for identification purposes bears Survey Design Approval Map File No. 1R-4-612 and the date of June 1976, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building, Salem, Oregon.

1b. That the route location and highway design as shown on the Engineer's map of the Poormans Creek Section of the Jacksonville Highway, beginning at Highway Engineer's Station 130+00 just south of Poormans Creek and extending in a northerly direction a distance of 0.68 mile to Highway Engineer's Station 166+50, which map for identification purposes bears Survey Design Approval Map File No. 1R-4-614 and the date of June 1976, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said route locations and highway designs unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said route locations and highway designs constitutes and is deemed as instructions to the Engineer to prepare and make available to the Right of Way Section all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction or improvement of said highway sections. The approval and adoption shall also constitute authority for the Right of Way Section to proceed promptly with acquisition of the necessary rights of way pursuant to the route locations and highway designs approved hereby with limited access control.

4. That this resolution be entered in the minutes and records of the Commission as of the 29th day of June, 1976, as "Highway Corridor and Design Resolution No. 417."

1R-4-612

S., R.9 W.W.M.

OREGON STATE HIGHWAY DIVISION

SURVEY APPROVAL MAP

SLATER CR. – MYSTIC CR. SECT.

COOS BAY – ROSEBURG HWY.

DOUGLAS COUNTY

PUBLIC HEARING ..... Aug. 29, 1974

THROUGHWAY RESOLUTION ADOPTED ..... None Required

ACCESS CONTROL ..... Limited

APPROVED: ....., 19..

DEPUTY STATE HIGHWAY ENGINEER

SCALE: 1" = 1350' ±

DATE: June, 1976

FOR DETAILS SEE DRG. NO.

9B-13-5 9B-13-6

T. 30 S., R. 9 W.W

BEGINNING OF SURVEY
STA 1246+00

7 8
18 17

8 9
17 16

9 10
16 15

N

BEAR CR

Existing Highway

To Coos Bay

MIDDLE FORK COQUILLE RIVER

SLATER CR

SLATER CR RD

Relocated Highway

EQUA 1299+47.55 PT Bk =
1299+39.07 POT Ah

EQUA 1315+18.34 POT Bk =
1304+24.86 POT Ah

PUBLIC HEARI
THROUGHWAY RE
ACCESS CONTR

APPROVED:

DEP

4.73 A

8310

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 16, 1976

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO: Oregon Transportation Commission

FROM: for H. S. Coulter
State Highway Engineer

AGENDA
JUN 2 6 1976

SUBJECT: Survey Approval

Surveys have been completed on the following projects:

1) Catherine Creek Section,
La Grande-Baker Highway, Union County

2) Slater Creek-Mystic Creek Section,
Coos Bay-Roseburg Highway, Douglas County

3) Pine Grove-Wapinitia Road Section,
Wapinitia Highway, Wasco County

4) Malheur River Bridge Section,
Olds Ferry-Ontario Highway, Malheur County

5) Ritner Creek Bridge Section,
Kings Valley Highway, Polk County

6) Silver Point Slide Section,
Oregon Coast Highway, Clatsop County

7) Poormans Creek Section,
Jacksonville Highway, Jackson County

8) Olney Cutoff Road Junction Section,
Nehalem Highway, Clatsop County

In order to place these relocated segments of highways on the State Highway System, your approval of these surveys is requested.

The work has been accomplished consistent with the governing State and Federal regulations.

This matter will be on the agenda at the June 29, 1976 Commission meeting for your consideration.

Attachments

bc Robert Burco
Cecil Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
Frank Terpin
L. W. Rulien
J. B. Boyd
George Bell
C. O. Fredrickson
Alfred Shirley
Carl Williams
W. E. Schwartz

BLG/ljt/ESH:ja

NOTED
C. W. HEAD

8310

15

June 15, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Oregon Project RF-29(25)
Slater Creek-Mystic Creek Section
Coos Bay-Roseburg Highway
Right-of-way Plan Approval
Your File 1041RW.2

By letter of May 28, you suggest that all excess land which we purchased on this project be included as part of the right-of-way for environmental protection.

The excess parcels have been reviewed and your suggestion appears appropriate. The right-of-way plan will be revised.

Very truly yours,

for E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
R. L. Schroeder (enc.)
J. B. Boyd "
J. H. Versteeg
L. W. Rulien "

ADO:az ja

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 28, 1976

In reply refer to: 1041RW.2

SUBJECT: Oregon Project RF-29(25)
Slater Creek - Mystic Creek Section
Coos Bay - Roseburg Highway
Right of Way Plan Approval

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Approval action on the reduced Right of Way plans for the subject project is being withheld pending resolution of the following item.

The plans indicate that the State has purchased several acres of excess land (uneconomic remanents) throughout the project. We would suggest that for purposes of uniformity and also environmental protection that the excess parcels, particularly along the river, be included as part of the right of way.

Your comments are requested.

G. L. Green

cc
OSHD J. Oakes
OSHD F. Lowe
OSHD C. Laux

RECEIVED
JUN 2 1976
DOT Operations

/ Versteeg
Olson
Christensen
Scott
Swenson
Savage
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ROAD DESIGN SECTION

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Other

Versteeg
A.D.

8310

STATE COPY

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NO. 6-22	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-27-76	State: **Oregon** County: **Douglas** Project No.: **IR-29(25)**

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 42 4.45 mi. SW Camas Valley SW 5.2 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY	8-18-75	
CONSTRUCTION		
OTHER *(Specify)*		

ESTIMATED TOTAL COST OF PROJECT	FUNDS Pro Rata 78.19% FEDERAL FUNDS
$ 300,000	$ 234,500

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Thurston

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
for: G. L. Green

Date executed by Division Administrator Jul 16

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon May 24, 1976

Federal Aid Project
No. RF-29(25)

Slater Creek-Mystic Creek Section

Coos Bay-Roseburg Hwy. In Douglas County

Project Agreement Estimate.
Type Code ROW
Rights-of-Way (Sta. 1246+00 to Sta. 1485+00)

Right-of-Way		
	All Required	$273,000.00
	Subtotal	$273,000.00
	Acquisition Expense	27,000.00
	Total	$300,000.00

Length of Project - - - - - - - - - 4.726 miles

Federal Funds - - - - - - - - - - -	$234,500.00
State Funds - - - - - - - - - - - -	65,500.00
TOTAL	$300,000.00

Group 1 - 100%
Prefix - 10-2529

#8310

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ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
March 9, 1976

D. O. Christensen
Final Design Engineer

Alfred W. Bates
Resident Engineer

Bin-Type Retaining Walls
(Sta. 1322+50-1324+50 & Sta. 1433+50
--1437+50)
Slater Creek-Mystic Creek Section
Coos Bay-Roseburg Highway
Douglas County

Herewith we are returning your plans and cross-sections for the above Bin-Type retaining walls. Your design as submitted is approved as noted.

Should you decide an alternate reinforced earth walls as discussed on the phone with Bill Sample, this office would appreciate an on-side review during construction.

Also, we could use copies of the earth wall construction photos and narrative for possible subsequent contracts.

DOC:az
Attachment
cc: A. Shirley

#0210

35

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR 97310

December 2, 1975

FILE:

FROM: L. E. George
Traffic Engineer

TO: Hal Versteeg
Road Design Engineer

SUBJECT: Proposed Sign
Slater Cr. - Mystic Cr. Section
Coos Bay - Roseburg Hwy.
Douglas County

We are submitting the attached sign for your consideration to use on the above named project. If used the sign should follow the sign submitted to you on November 20, by several hundred feet.

L. E. George
Traffic Engineer

ELS:pw
cc: E. S. Hunter
R. L. Schroeder
Al Shirley
Carroll Keasey

1 Versteeg ✓
A. Olson
2 Terpin 7
Scott
Swenson
R. Olson
Trout

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ROAD DESIGN SECTION

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Requires Approval
Receiver Keep
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Bring Up
Other

REFERRED TO

Beard Reed
Cole Sample 91048
Eriksen Watson
Hager Wolfe

Return Discuss Do File Copy Due 12-16-75

BY FINAL DESIGN ENGINEER:

A previous letter indicated Region 3 was taking care of the above previously proposed sign so it is assumed by a copy of this letter they will handle this sign also 91048

8'-0"

3'-0"

CAMPERS AND TRAILERS
SHOULD CONSIDER
ALTERNATE ROUTE

5"
6"C
4"
6"C
4"
6"C
5"

Type "B"

8310

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE December 15, 1975

TO Alfred Shirley
Region 3 Engineer

FROM J. B. Boyd
Right of Way Engineer

SUBJECT Slater Creek - Mystic Creek Section
Coos Bay - Roseburg Highway

We have finally got the right-of-way clear on the Bureau of Land Management parcel. We were required however, to provide them with a $6,000 cash bond to insure the proper removal of timber.

Please advise us when the timber is actually removed, because BLM is merely holding our $6,000 check until the timber removal is complete.

JBB:lb

cc: R. L. Schroeder
Vernon Skoog
Virgil Wilson
Adele Egan

NOTED
R. L. SCHROEDER

RECEIVED
DEC 16 1975
Office of
Assistant State Highway Engineer

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#8310

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

1 Versteeg ✓
2 A. Olson
3 Terpin
Scott
Swenson
R. Olson
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RECEIVED
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ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

December 11, 1975

Mr. Henrik Stafseth, Executive Director
American Association of State Highway
and Transportation Officials
341 National Press Building
Washington, D.C. 20045

Dear Mr. Stafseth:

In response to your telephone inquiry, I am forwarding additional information on the Slater Creek-Mystic Creek project. The dates of the letters have been traced, and are shown in the following commentary of the sequence of events surrounding this project. We are also enclosing copies of the Final Environmental Impact Statement, the hearing transcript, and copies of all Oregon State Highway Division (OSHD) and Department of Interior (DOI) correspondence on the project.

The following is a description of each item of correspondence and/or event, and a summary of the essence of what transpired.

July 17, 1974 - Release of Draft EIS

The Draft EIS was released to the Council or Environmental Quality and the public on July 17, 1974. The DEIS presented the proposed project; the impacts on the environment should the project be constructed; and the alternatives being considered. Federal, state and local agencies, as well as the public, were invited to comment on the DEIS.

August 27, 1974 - Corridor/Design Public Hearing

The public hearing on the proposed project was held August 29, 1974, 7:45 p.m., at Winston Junior High School in Winston, Oregon, following publication of notices and personal letters to interested parties. In addition to representatives of the Highway Division, approximately four other persons were present. After a presentation by OSHD personnel, comments were received from the public (1).

Letters (21) received within ten days of the hearing were also included in the transcript of the hearing. Written comments received were unanimously in favor of an improvement of Highway 42; three of the letters expressed concern over Bear Creek Recreation Area, but felt improvements of the highway had priority over the recreation area.

September 23, 1974 - DOI Letter of Comment on Draft EIS/4(f) Statement

Comments on Section 4(f) Statement: DOI declined concurrence on the the grounds that there are feasible and prudent alternatives to the selected alignment, Alternative 1. DOI proposed a review of two other alternatives -- a higher location on the north side of both the river and recreation site, and a higher location on the south side of the river. Due to the above comments, DOI declined to comment on the measures to minimize harm.

Comments on Draft EIS: In reference to the DEIS, DOI felt that the statement lacked discussion in the following areas -- attention to the fish species in the river and how they would be affected; channel changes, their affect on fish and their location; flow characteristics of the river; marshlands and how they would be affected by waste fill material; plans for seeding and planting.

April 23, 1975 - Final EIS Submitted to FHWA Division Office

On the above date, the Final EIS was submitted to the FHWA Division Office with a memo from Mr. Klaboe. The memo detailed the coordination between OSHD personnel and Coos Bay District BLM staff to review and resolve DOI comments concerning the DEIS, including alternate studies for completely avoiding Bear Creek Recreation Area. After careful consideration by both BLM and OSHD personnel, it was determined that it would be neither economically practical nor environmentally sound to avoid Bear Creek Recreation Area.

BLM and OSHD will continue close coordination and monitoring throughout completion of this project.

July 8, 1975 - FHWA, Washington, D.C. Approval of FEIS/Section 4(f)

After review by the Office of Environmental Policy and the Office of Chief Counsel it was determined the highway proposal contained adequate consideration of alternatives and measures to minimize harm of the use of land within Bear Creek Recreation Area, thereby giving approval of the FEIS.

July 10, 1975 - FHWA Region Approval of FEIS/Section 4(f)

By memo of July 14, OSHD was notified of FHWA Region approval on July 10, 1975. OSHD was advised by this memo to make FEIS available to public and so notify the Division office of that availability.

July 10, 1975 - FEIS Forwarded to Council on Environmental Quality

Included in above memo from FHWA Division office was notice that the approved copy of the FEIS was forwarded to CEQ, Washington, D.C.

July 16, 1975 - Distribution of FEIS/Section 4(f)

On July 16, 1975 a letter from Mr. Schroeder, Assistant State Highway Engineer, with copy of FEIS, was forwarded to all agencies, private citizens, local, state and federal agencies, who commented on DEIS, or were otherwise involved in its preparation. By this memo they were advised of FHWA approval of the project and anyone wishing to give further comment was invited to forward those comments to the President's Council on Environmental Quality, Washington, D.C.

August 6, 1975 - Letter from DOI to DOT, Washington, D.C.

By letter of August 6, 1975, Mr. Doremus, DOI, advised Mr. Tiemann of FHWA, Washington, D.C., that DOI still opposed the use of lands in the Bear Creek Recreation Area. Reference was made to September 23, 1974 letter of comment on DEIS from DOI to OSHD.

DOI cited specifically the lack of contact with their office to review new alternatives and proposals before publication of the FEIS. After OSHD and BLM coordination, DOI was contacted by the State Director of BLM for technical assistance and DOI advised BLM by memo of what needed further consideration and coordination with FHWA and OSHD, but stated that none of the items identified in that memo were discussed or evaluated in FEIS.

DOI concurred that there were no feasible or prudent alternatives to the use of land in Bear Creek Recreation site, but remained opposed to the project on the grounds that all measures to minimize harm had not been resolved. Advised circulation of a supplemental Section 4(f) Statement after further consideration was given to minimization of harm to parklands.

August 13, 1975 - Memo to File from Environmental Manager, OSHD

Following a meeting between OSHD and BLM in Portland in August 4, 1975, Environmental Manager Gary Potter wrote an August 13 memo to the file documenting the outcome of that meeting.

Five specific points were discussed in meeting:

1. Landscaping park area: OSHD agreed to provide planting plan, subject to approval of BLM, using species native to the area for screening the park, the approved plan to be made part of construction contract.

2. Access to Bear Creek Recreation Area: OSHD agreed to provide access to the parkland via the existing highway with suitable connections to the new highway. Access to undeveloped parkland was also discussed and resolved in the following manner -- since BLM had no specific development plans for the undeveloped area, OSHD agreed to build access approaches to BLM's satisfaction at some future time, when specific areas were ready for development. A minimal construction road for riprap work on the toe of a slide was agreed to be provided by OSHD enabling BLM to use same for park access in their development plans.

3. Highway signing for recreation area: It was agreed that appropriate signing would be provided according to the *"Manual on Uniform Traffic Control Devices"*.

4. Impact of the fill on availability of water to park users: OSHD agreed to provide a water line from existing supply to day-use area on south side of river; means and method subject to approval by District BLM office.

5. Replacement lands: OSHD agreed to purchase riverfront land adjacent to the east and west ends of the park and hold in public ownership until such time as BLM desires to develop it for recreation use.

<u>August 13, 1975 - Letter from Mr. Klaboe to Mr. Tiemann</u>

Letter from Mr. Klaboe to Mr. Tiemann, Washington, D.C., to advise FHWA of meeting held August 4 and subsequent outcome of that meeting. Specifically covered same area as Environmental Manager's August 13 memo to file, stating steps taken to minimize harm to Bear Creek Recreation Area.

Letter stated OSHD's opposition to circulation of a supplemental Section 4(f) Statement, per DOI's suggestion, and instead proposed forwarding of this letter and its commitments to DOI to satisfy their objections to project.

September 12, 1975 - Letter from Mr. Tiemann to Mr. Klaboe

Letter from Mr. Tiemann, FHWA, to Mr. Klaboe acknowledging receipt of August 13 letter and stating that DOI had been notified of the agreement that had been reached between BLM and OSHD.

September 16, 1975 - BLM's Handwritten Reply to Environmental Manager's August 13 Memo to File

On September 16, 1975 a copy of Mr. Potter's August 13 memo to file was received in Environmental Section, containing handwritten response to memo, proposing it be drawn into a formal agreement letter between OSHD and BLM, with BLM's comments to the wording of specific parts of the memo and format for the agreement incorporated into that letter.

November 10, 1975 - Letter of Agreement from Mr. Klaboe to BLM

Formal letter of agreement submitted to BLM, State Director, containing issues discussed and resolutions reached at August 4 meeting of OSHD and BLM personnel. Contained same points as August 13 memo to file with additions by BLM; allowance for FHWA and BLM concurrence to the stated resolutions.

November 10, 1975 - FHWA Concurrence of Letter to BLM on Same Date

Agreement letter was concurred in by Mr. Green, Division Engineer, FHWA.

November 14, 1975 - BLM Concurrence to November 10 Letter from Mr. Klaboe

On November 14, 1975, State Director of BLM concurred in agreement letter on Bear Creek Recreation Area.

November 21, 1975 - Letter from DOI to FHWA, Washington, D.C.

By letter of November 21, 1975, DOI advised FHWA of receipt of agreement letter between FHWA, BLM and OSHD and the dismissal of their objections to the proposed project.

As you can see, the Oregon Highway Division and Division office of the Federal Highway Administration took this project through the environmental and hearing procedures in an exhaustive manner. From September 1974 to November 1975 we were constantly reminded by the

Department of Interior, Washington, D.C. office, of the alleged inadequacies of the EIS/Section 4(f) Statement, despite local approvals and extensive local coordination sessions.

I would like to emphasize at this time that the state and local offices of the Bureau of Land Management were extremely cooperative at all times, and were not contributors to the excessive amount of work and delay on this job.

We wonder why the Department of Interior in Washington, D.C. cannot accept agreements made in the local affairs of the State of Oregon, and we wonder why the Department of Interior cannot accept the determination of the Washington office of the Federal Highway Administration that the 4(f) Determination is adequate with regard to the conditions of Section 4(f).

In addition, we fail to understand why further last minute processing of a rewritten memo to the files is necessary in addition to the previous 16 months of environmental studies and hearings.

Referring specifically to Interior's letter of September 23, 1974 we find it difficult to understand why the Department wants detailed examination of routes to miss the park altogether, when from an environmental, economic and engineering standpoint, those alternatives are ridiculous. We feel the Department of Interior should not be reviewing impact statements in that manner.

The Department continually recites court cases to us, including the Overton Park cases, and I submit that that case possesses little in common fact with any 4(f) situation in the past or in the future in the State of Oregon.

In summary, we would strongly urge the Federal Highway Administration and your office to continue discussions with the Department of Interior on matters pertaining to the processing and approval of Section 4(f) Determinations. We also urge that the Department of Interior re-examine their policies regarding delegation of authority and review of impact statements on all projects.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

Attachments

bc E. S. Hunter
R. L. Schroeder
Walt Barrie
Gary Potter
J. H. Versteeg
Victor D. Wolfe
Alfred Shirley, Jr.

GAP:sz ja

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12-3-75

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
F-DP-29(26)

STATE PROJECT NO.
Slater Creek-Mystic Creek Section

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RF-63

COUNTY NAME
Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG.
DEC 5 '75
REFER TO
FOR

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
December 3, 1975

FEDERAL ROUTE NUMBER
Primary Route 14

STATE ROUTE NUMBER
Coos Bay-Roseburg Highway Route #35

GENERAL LOCATION:
SR 42, 4.45 miles SW Camas Valley, SW 4.67 miles.

GENERAL DESCRIPTION OF WORK:
You are now authorized to proceed with actual adjustments for Coos-Curry Electric Coop., Inc., effective December 3, 1975. Reimbursement on an actual cost basis estimated to be $14,726.11 - federal funds $11,670.73 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Utility Preparatory Work and Utility Adjustment.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
My program approval memorandum of October 1, 1975 approved this project for inclusion in the Federal-aid program. You are hereby authorized to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project effective Decembef 3, 1975. Approval and participation for the eligible portion of the work authorized above is subject to the provision of the FHPM.

I approve the agreement with the Coos-Curry Electric Coop, Inc., consisting of your Utilities and Railroad Engineer's letter, the Utilities letter of October 22, 1975 and the plans and estimate furnished by Mr. Cartwright's November 21, 1975 letter.

Mr. Gary Kennen's Affidavit of Coos-Curry Electric Coop., Inc., property rights is acknowledged.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-3-75	C R Bennett	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-142		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Douglas
MODIFICATION NUMBER 4	11-20-75	Project Number F-DP-29(20)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 26, 19 72, is hereby modified as follows:

		Former amount	Revised amount
Estimated total cost of project		$ 200,000	$ 260,000
Federal funds		$ 156,300*	$ 203,100
Other revisions	*Primary	63,560	63,560
	Rural Primary	72,740	119,540
	EGC	20,000	20,000
		156,300	203,100

This modification is made for the following reasons:

To include increase in preliminary enginering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of November, 19 75.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
(Division Administrator)
for: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete GPO 895-813

OREGON STATE HIGHWAY DIVISION

Federal Aid Project
No. F-DP-29(20)

SLATER CREEK-MYSTIC CREEK SECTION

OF THE COOS BAY-ROSEBURG HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon November 12, 1975

Revised Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$260,000.00
	TOTAL	$260,000.00

Length of Project - - - - - - - - - - - - - 5.20 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$260,000.00	$203,100.00	$56,900.00

Class of Funds	Pro Rata	Federal Funds
Primary	78.15%	$ 63,560.00
Rural Primary	"	119,540.00
EGC	"	20,000.00
		$203,100.00

PREFIX: 10-1930

STATE COPY

STATE COPY

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
9-43 & 9-44		OREGON
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY
		Douglas
MODIFICATION NUMBER	(PPM 21-7)	PROJECT NUMBER
3	8-29-75	F-DP-29(20)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 26, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 146,000	$ 200,000
Federal Funds	$ 114,097*	$ 156,300
Other revisions		
*Primary	63,560	63,560
Rural Primary	36,337	72,740
ETC	-14,200	20,000
	114,097	156,300

This modification is made for the following reasons:

To include P.S. & E. preparation and increase in preliminary engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of August, 19 75.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. Johnston

Assistant State Highway Engineer for
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

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STATE COPY

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Gen file

OREGON STATE HIGHWAY DIVISION

Federal Aid Project
No. F-DP-29(20)

SLATER CREEK-MYSTIC CREEK SECTION

OF THE COOS BAY-ROSEBURG HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon August 26, 1975

Revised Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$200,000.00
	TOTAL	$200,000.00

Length of Project - - - - - - - - - - - - 5.20 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$200,000.00	$156,300.00	$43,700.00

Class of Funds	Pro Rata	Federal Funds
Primary	78.15%	$ 63,560.00
Rural Primary	"	72,740.00
EGC	"	20,000.00
		$156,300.00

Prefix: 10-1930

8310

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
MONTHLY TRANSACTION NUMBER 4-39 4-40 & 4-41		COUNTY Douglas
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	PROJECT NUMBER F-[illegible](70)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 24, 19 72, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ ~~121,000~~ ~~33,604 RW~~ ~~46,697 Pri.~~ ~~14,299 Sec~~	$ ~~146,000~~ ~~36,337 RW~~ 63,560 Pri. ~~14,299 Sec~~
Federal funds	$	$
Other revisions		

This modification is made for the following reasons:
Increase in preliminary engineering cost

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 3rd day of April, 19 75.

Oregon State Highway Division
(Official name of Highway Agency)

By E J Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)
for: G. L. Green

Form PR-2A
(Rev. 9-74)

Existing stocks of Form PR-2A (Rev. 5-71) will be used.

Oregon State Highway Division

Federal Aid
Project No. F-DP-29(20)

SLATER CREEK-MYSTIC CREEK SECTION

OF THE COOS BAY-ROSEBURG HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon, March 31, 1975

Revised Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$146,000.00
	TOTAL	$146,000.00

Length of Project . . . . . 5.20 Miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$146,000.00	$114,097.00	$ 31,903.00
Retain in Program P.S. & E. Preparation	29,000.00	22,663.00	6,337.00
TOTAL	$175,000.00	$136,760.00	$ 38,240.00

Class of Funds	Pro Rata	Field Work	P.S. & E. Prep.	TOTAL
Primary	78.15%	$ 63,560.00	$ —	$ 63,560.00
Rural Primary	"	36,337.00	16,863.00	53,200.00
EGC	"	14,200.00	5,800.00	20,000.00
		$114,097.00	$ 22,663.00	$136,760.00

Prefix: 10-1930

8310

STATE COPY

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
11-3 11-4		Oregon
PROJECT REPORT NUMBER 4	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Douglas
MODIFICATION NUMBER 1	(PPM 21-7) 10-29-74	PROJECT NUMBER F-DP-29(20)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 26, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 71,000	$ 121,000
Federal Funds	$ 45,128 Prim. 14,200 EGC	33,664 RF 46,697 Prim. 14,200 EGC
Other revisions		

This modification is made for the following reasons:

Increase in preliminary engineering cost

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 29th day of October, 1974.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. F. Smith
(Division Engineer)

for G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 936-242

Oregon State Highway Division

Federal-aid Project
No. F-DP-29(20)

SLATER CREEK-MYSTIC CREEK SECTION

OF THE COOS BAY-ROSEBURG HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon, October 21, 1974

Revised Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$121,000.00
	Total	$121,000.00

Length of Project - - - - - - 5.20 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$121,000.00	$ 94,561.00	$ 26,439.00
Retain in Program P.S. & E. Preparation	29,000.00	22,663.00	6,337.00
Total	$150,000.00	$117,224.00	$ 32,776.00

Class of Funds	Pro Rata	Field Work	P.S. & E. Prep.	Total
Primary	78.15%	$ 46,697.00	$ 16,863.00	$ 63,560.00
Rural Primary	"	33,664.00	-	33,664.00
EGC	78.15%	14,200.00	5,800.00	20,000.00
		$ 94,561.00	$ 22,663.00	$117,224.00

Prefix 10-1930

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
11-30 11-31		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)*	Douglas
	10-26-72	PROJECT NO. F-DP-29(20)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 42 4.45 mi. S.W. Camas Valley S.W. 5.20 miles

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING — Field Work	10-10-72	5.2
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS — Pro Rata 83.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 71,000	$ 59,328 — Primary = $45,128; EGC = 14,200

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. Johnston

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
[redacted] (Division Engineer)
G. L. Green

Date executed by Division Engineer OCT 26 1972

FORM PR-2 (REV. 2-71) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

TION
AS COUNTY
000.00
.00

% Field Work $45,128.00 14,200.00 $59,328.00 ,432.00 $83,560.00 State Funds $11,672.00 4,768 PS&E P $16

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid
Project No. F-DP-29(20)

SLATER CREEK-MYSTIC CREEK SECTION

OF THE COOS BAY-ROSEBURG HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon, October 16, 1972

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$71,000.00
	Total	$71,000.00

Length of Project - - - 5.20 Miles

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Preliminary Engineering	$ 71,000.00	$59,328.00	$11,672.00
Retain in Program P.S. & E. Preparation	29,000.00	24,232.00	4,768.00
Totals	$100,000.00	$83,560.00	$16,440.00

Class of Funds	Pro Rata	Field Work	PS&E Prep.	Total
Primary	63.56%	$45,128.00	$18,432.00	$63,560.00
EGC	20.00%	14,200.00	5,800.00	20,000.00
		$59,328.00	$24,232.00	$83,560.00

Prefix: 10-1930

#2310

35

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

November 20, 1975

FILE:

FROM: L. E. George
Traffic Engineer

TO: J. H. Versteeg
Road Design Engineer

Attention: Frank E. Terpin
Final Design Engineer

SUBJECT: Proposed Sign
Slater Cr.-Mystic Cr. Section
Coos Bay-Roseburg Hwy.
Douglas County

As per your request, we are submitting the attached sign for your consideration to use on the above named project. This sign replaces the design that was sent to the Region on September 30, 1975.

L. E. George
Traffic Engineer

ELS:rj
cc: E. S. Hunter
R. L. Schroeder
Alfred Shirley, Jr.
C. T. Keasey

REFERRED TO

Board DSB	Reed
Cole	Semple
Eriksen	Watson
Heger	Wolfe

Return Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

RECEIVED

ROAD

Swenson
R. Olson
Trout

11'-0"

42

ROAD CONSTRUCTION

( ) ( ) MILES AHEAD

POSSIBLE DELAY

8'-2"

8"

24" Route Shield

6"

8"D

7"

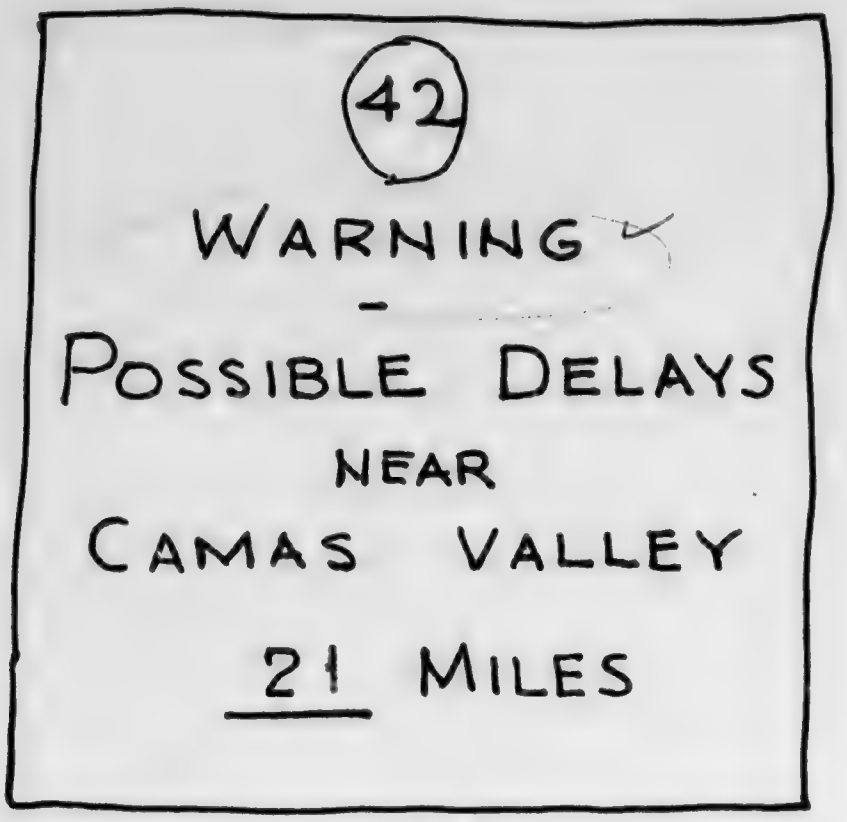
8'0

7"

8'0

8"

Type "O"



REMOTE

33

REMOTE

33

Hunter

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Roseburg, Oregon

October 29, 1975

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

TO: L. E. George
Traffic Engineer, Salem

SUBJECT: Proposed Signs
Slater Creek-Mystic Creek Sec.
Coos Bay-Roseburg Highway
Douglas County

This will acknowledge your October 6, 1975 letter proposing signs closing ORE 42 to campers and trailers during the future project at the subject location.

This office objects to the closure of ORE 42 for these vehicles and recommends that the sign on the attached sheet shown in red be used instead.

AS/KDO/dd
Attachment

cc: E.S. Hunter
C.T. Keasey
J.H. Vesteeg

1 Versteeg
A. Olson
2 Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
NOV - 3 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

NOTED
R. L. SCHROEDER

REFERRED TO
Board W&B Reed
Cole Sample
Eriksen Watson
Heger Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

E. S. HUNTER

RECEIVED
OCT 31 1975
Office of Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
OCT 31 '75
REFER TO Schroeder
FOR
Info | Inves. | R.D. | D/R | Sig. | Aud. | File

Closure seems inappropriate. Make up a sign & warning of conditions ahead recommending against travel.

Recommended

9'-0"

9"R.S.	(42) CLOSED	8"D
6'-6"	TO CAMPERS	8"D"
	AND TRAILERS	8"D
	32 MILES AHEAD	8"D

Type "C" - Illuminated
Sign to be installed near south city limits of Coquille

(42)
ROAD CONSTRUCTION
— MILES AHEAD
20 MIN. DELAYS

Location of project

9'-0"

18"R.S.	(42) CLOSED	8"D
6'-6"	TO CAMPERS	8"D"
	AND TRAILERS	8"D
	21 MILES AHEAD	8"D

Type "C" - Illuminated
Sign to be installed near east city limits of Winston

SLATER CREEK - MYSTIC CREEK SECTION
COOS BAY - ROSEBURG HIGHWAY - S.E. 42
DOUGLAS COUNTY

8310

OREGON STATE HIGHWAY DIVISION

NOTED
H. S. COULTER

P.O. BOX 30 • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 19, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
Salem, Oregon

RE: Assessment of National Small Rural Watershed Program
Your File 1041DA.5/740.1

Dear Mr. Green:

You recently wrote to Mr. Beecroft requesting information on maintenance experiences relating to culvert damage and repair. This information was to be used in connection with a research project being done by gky & Associates.

Our maintenance records do not lend themselves to provide the costs you are seeking. In our Management System, we do have an activity called Minor Drainage Installations. We have budgeted $81,179 for this activity for the present fiscal year.

It appears to me from your question that you are seeking specific experiences relating to various culvert damage and repair projects. If this is the case, then the research contractor would probably be best served by interviewing field maintenance people who are actually doing the physical work of repairing minor drainage structures.

If I can supply any further information, please advise and I will attempt to do so.

Very truly yours,

ORIGINAL SIGNED BY
D. H. MOEHRING

RECEIVED
NOV 20 1975
Office of
Assistant State Highway Engineer

D. H. Moehring
Maintenance Engineer

DHM:ji
bc: H. S. Coulter
Gordon Beecroft

8310

15

OREGON STATE HIGHWAY DIVISION

NOTED:
E. S. HUNTER

November 13, 1975

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green

Re: Assessment of National Small
Rural Watershed Program
Your File 1041DA.5/740.1

Pursuant to your request by letter dated November 7, 1975, here are plans and contract prices for three projects.

1.	S. E. Foster Rd.-S.E. Causey Ave.	Interstate
2.	Slater Creek-Mystic Creek	Primary
3.	Broadbent	Secondary

Traffic counts at the sites of the Slater Creek-Mystic Creek and Broadbent Projects are enclosed. The estimated traffic on the Foster-Causey Project is 55,000 ADT.

We are requesting maintenance experiences from our Maintenance Section and these will be forwarded to you at a later date.

Very truly yours,

J. H. Versteeg
Road Design Engineer

CGS:jh
cc: E. S. Hunter
D. H. Moehring

RECEIVED
STATE HIGHWAY ENGR.
NOV 14 '75
REFER TO
FILE
Info Invest. R.D. D.R. Sig. Air

Form 81-734-3122

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 7, 1975

SUBJECT: "Assessment of National Small Rural Watershed Program" - Request for Culvert Statistics

In reply refer to: 1041DA.5/740.1

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Attention: Mr. Gordon Beecroft

The FHWA Office of Research has initiated a contract with gky & Associates for the "Assessment of National Small Rural Watershed Program" which provides a comprehensive independent assessment of the watershed program to keep with the long range goals of the Federal Highway Administration and State highway agencies. It is an integral part of the total assessment of an economic-statistical analysis that will assist administrators in making decision regarding the future of small watershed programs.

The assessment of the small watersheds program is based on an economic-statistical approach where the relevant economic data in terms of installation costs of culvert structures, and maintenance or replacement costs of these structures are analyzed. It would be appreciated if your agency could supply the necessary data.

They would like to have culvert inventories relating to cost of installation, size, drainage area, and location from which accurate parameters could be developed. If such data are directly available from any source, our preference would be for such data. However, it appears that culvert inventories do not exist. It will be necessary to assemble what data appear to be available to generate suitable statistical parameters. The statistics developed will have direct applicability to this project, and should have continuing relevancy for future FHWA studies in this area. Consequently, the following items appear to be generally available for data purposes and would serve the purpose of this project:

1. Half-scale highway plans (of recent vintage) and corresponding contractors' bid sheets for representative highway projects (several miles in length) for:

   a. Interstate construction
   b. primary construction
   c. secondary construction

   (sets of each reflecting rural construction in both mountains and level terrain would be appropriate).

RECEIVED
STATE HWY ENGR
NOV 12 '75
REFER TO
FOR

2. Maps showing ADT (Average Daily Traffic) counts (also of recent vintage).

3. Maintenance experiences relating to culvert damage and repair, summarized to show original cost, replacement or repair costs, service interruption, and attendant private property loss.

Since the contract is of relatively short duration it is important that the information be received in the near future.

If you could participate or have any questions please feel free to contact Mr. R. A. Nichols of this office.

G. L. Green

Form A-105—5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED: Effective Date
Contingent upon modification of project agreement if additional funds are required.
BY C R Burglundt
TITLE Engineering Coordinator
Order No. 2
DATE 12/8/75
FEDERAL HIGHWAY ADMINISTRATION

Project Name Slater Cr. - Mystic Cr. Date November 17, 1975

Highway Coos Bay - Roseburg Contract No. 8310 F. A. Project No. RF-DP-29(2(

County Douglas Prefix 10-1059 Account No. 274

Description of Work To Be Done:

Furnish and install five advance construction information signs.

Approval Recommended as of 12/5/75

Location by Station Numbers:

Highway 42 at Winston, Junction of Highway 42 and 101 at Bandon, Junction of Highway 42 and 101 at Davis Slough and at Coquille, Junction of Highway 101 and 38.

Estimate of Quantities and Costs:

5 Signs. 325 sq. ft.	@ $ 5.00	=	$ 1,625.00
10 4x6 Posts	@ $25.00	=	250.00
Labor and Equipment		=	150.00
		TOTAL	$ 2,025.00

Explanation:

Anticipated item. Signs to warn of possible road closures. Signs are off the project several miles and are not covered by the contract.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$7,748,911.13
Present estimate of project cost, including $2,025.00 for work under this order	$7,748,911.13
Expected under-run / over-run (amount)	$
Expected under-run / over-run (per cent)	

Space to right of this line is for use of Salem Office

Submitted by: Alfred W. Bates
Resident Engineer

Approval Recommended: L X Wilson
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved:
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

Construction

State Printing

Coquille River
Douglas County
Highway Job No. 163

STATE OF OREGON
Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3805

Slater Creek-Mystic Creek
Coos Bay-Roseburg Highway

Expires: 11-12-76

MATERIAL REMOVAL PERMIT NO. 2155

ROY E. LADD, INC.

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

William S. Cox, Director

November 12, 1975
Date

141-31-06-74

ATTACHMENT "A"

Special Conditions for Removal/Fill Permit No. 2155

1. The operation shall be conducted in a manner that will prevent any turbidity increase when background turbidity is 30 JTU's or less, or more than a 10% increase when background turbidity is more than 30 JTU's. Special efforts to control turbidity will be required during channel change operations.

2. Where possible, the operation shall be conducted behind a berm or leave strip sufficient to isolate the operation from the free flowing stream.

3. There shall be no operation of equipment in the active flowing stream between October 1 and June 15.

4. Areas of streambank disturbance shall be seeded or planted with grass and/or legumes, shrubs and trees. Revegetation shall proceed in a timely manner to insure plant establishment and soil stabilization.

5. The new channel construction shall be approved by the Department of Fish and Wildlife prior to it being considered complete.

6. Only, clean, erosion resistant rock shall be used for riprap. Riprap shall be placed from above the bank. Riprap work shall not occur between October 1 and June 15.

7. Waste materials and spoils shall be placed above the bankline. Waste areas should be located to maintain streamside vegetation and treated to insure stability of waste areas. This may require drainage systems.

8. Turbid waste waters from construction shall not be allowed to re-enter the waterway.

9. The Department of Fish and Wildlife must approve boulder blasting plans.

10. The Division of State Lands retains the authority to temporarily halt or modify the operations in case of excessive turbidity or damage to natural resources.

Comments: Cross drains should empty directly into the stream or onto areas of rock, not onto soil. Drainage ditches in erodible soils should be rocked or otherwise treated to prevent erosion.

October 13, 1975

9310

November 10, 1975

State Director
Bureau of Land Management
Post Office Box 2965
Portland, Oregon 97208

Dear Sir:

We wish to document the results of a meeting held on August 4, 1975, at the Bureau of Land Management (BLM) Oregon State Office in Portland, Oregon. The subject of the meeting was the Oregon State Highway Division (OSHD) proposed relocation of the Slater Creek-Mystic Creek Section of the Coos Bay-Roseburg Highway 42 where it crosses BLM's Bear Creek Recreation Area in Douglas County. Officials of BLM, OSHD and FHWA were present. Specifically, the purpose of the discussion was to resolve five points centering around the Department of the Interior's concern regarding the 4(f) Determination for the right-of-way needed by the OSHD.

The issues discussed and their resolution are as follows:

1. "More specific agreement relative to a landscaping plan using indigenous species."

   The Oregon Highway Division agrees to develop a planting plan that is directed to visual screening of the highway from the park using species of plants native to and common in the immediate area.

   This plan will be submitted to the BLM District Manager, Coos Bay, for approval. The Landscape Architect, BLM Oregon State Office, will be consulted during the development of the plan.

   The approved plan will be made a part of the road construction contract.

2. "Provision of suitable access and parking facilities into the Bear Creek Recreation Area."

   The discussion of suitable access and parking facilities actually was resolved as follows:

   (a) The OSHD will provide access via the old section of highway into the existing, developed recreation site on the north side of the Coquille River by providing suitable road connections to the new highway.

cy of letter delivered to FHWA 11-10-75

(b) The second issue, namely access to recreation lands on the south side of the Coquille River from the new highway involves two considerations:

-- The portion of the Bear Creek Recreation Site crossed by the proposed highway is designated for "potential future development" by BLM.

-- Due to other priorities within the State, BLM has no plans for specific development at this site within the foreseeable future.

Accordingly, BLM and OSHD mutually agree that the OSHD will build, upon request by BLM, access approaches to BLM's satisfaction at some future time. In the meantime, a temporary construction road for riprap work on the toe of a slide will be located so that BLM might use it for access for any future development. The temporary construction road will be blocked when highway construction is completed and opened if BLM chooses this option. Either plan will guarantee the BLM access compatible with their future recreation plans.

(c) BLM and OSHD agree that no access road be provided to BLM's parklands lying south of the proposed right-of-way.

3. "Installation of appropriate highway signs relative to the recreation site and the access thereto."

It was agreed that OSHD would sign the new roadway with appropriate warning signs approaching the recreation area and with turnoff signs naming the recreation area at the entrance roads to the park site.

All of the signing will be done according to the Manual On Uniform Traffic Control Devices, adopted by the U. S. Department of Transportation, Federal Highway Administration, 1971.

4. "Mitigation of adverse impact of the highway fill on the availability of water for recreation site users."

The OSHD agrees to provide a water line from the existing potable water supply to the day-use area on the south side of the Coquille River, either by our own forces or under separate contract. This will eliminate any impact of the highway fill on the water supply.

The plans and method of installation will be submitted to the BLM District Manager, Coos Bay, for approval prior to installation.

bc: E. S. Hunter
Gary Potter
Victor D. Wolfe
R. L. Schroeder
J. B. Boyd
Alfred Shirley, Jr.

GAP:sz srb

5. The fifth point concerns the matter of replacement lands.

The Oregon Highway Division will acquire parcels of land adjacent to the river at the east and the west ends (contiguous to) the park. These lands will be available to the Bureau of Land Management for future needs in terms of access for park development and will be preserved in public ownership for recreation use.

Both the Bureau of Land Management and the Oregon Highway Division have explored the possibility of transferring title of these lands to BLM, and neither agency finds it desirable to do so.

The commitment of the OSHD to buy these parcels of land and guarantee BLM right to use and access in fact enlarges the public use area, provides for BLM access, and preserves a greater portion of riverbank for recreation use. BLM and OSHD concur that this is an acceptable method of replacing park lands committed to highway construction.

The item of guarantee of access also relates back to issue No. 2, parts (a) and (b) of this memo.

CONCLUSION:

The draft of this memo has been reviewed by both agencies. It will be used, as appropriate, as a document of understanding between BLM, FHWA, and OSHD for contract and specification preparation, right-of-way application, and agreements necessary to reach the contract stage for this project.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

BLM Concurrence:

_____
State Director

Date _____

FHWA Concurrence:

_____
Division Engineer

Date _____

/ #8310

35

FORM S-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

October 27, 1975

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Retaining Walls
Mystic Creek-Slater Creek

TO: Alfred Shirley
Region 3 Engineer

A meeting was held in this office with Mr. O. R. MacIntosh to discuss the design of reinforced earthwalls and whether they could be considered on the Mystic Creek-Slater Creek Project. We pointed out some of the problems he could expect to encounter in getting his proposal approved. Mr. MacIntosh will be contacting you, Mr. Al Bates and the contractor regarding this proposal.

The consensus of the group seems to be that an experimental wall should be constructed on a state highway project. We were not sure that this was the time or that the Mystic Creek-Slater Creek Section was the right project.

Present were L. L. Wallace, George Wills, Frank Terpin, Bryant Jackmond, John Tindall, Fred Yarbrough and Paul Galloway.

Hal — For your Info. California is building a reinforced earth wall at Dunsmuir. Might be worth keeping an eye on it.

cc: Alfred Shirley

JHV:jh
cc: C. T. Keasey

RECEIVED
OCT 28 1975
CONSTRUCTION SECTION

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
OCT 28 1975
ROAD

#8310

35

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ENV 2-1

October 10, 1975
Salem, Oregon 97310

FROM: Gary A. Potter, Manager
Environmental Section

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Slater Creek-Mystic Creek
Coos Bay-Roseburg Highway
Douglas County

The approval of the District Manager of the landscape plan satisfies that part of our requirements on the subject project.

I would assume the remaining points of my August 13 memo are being developed as appropriate in Right-of-Way and in the contract plans.

Thank you.

GAP:sz

cc: R. L. Schroeder
J. B. Boyd
J. X. Wilson
C. G. Swenson ✓
Roy E. Olson

Points 2, 3, & 4 of Aug 15 memo covered by approved plans & specs or anticipated items. P.E.G. for Swenson

1 Versteeg ✓
2 Swenson
R. Olson
Trout

RECEIVED
OCT 13 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To:
Bring Up
Other

#8310

35

Salem, Oregon
October 9, 1975

J. H. Versteeg
Road Design Engineer

Gary Potter
Environmental Director

Landscaping
Slater Creek-Mystic Creek Sec.
Coos Bay-Roseburg Highway

Transmitted is a copy of a letter from the Bureau of Land Management indicating that the landscaping plans for the Slater Creek-Mystic Creek Section of the Coos Bay-Roseburg Highway are satisfactory. Based on your recent letter relative to landscaping the Slater Creek Project is this approval considered adequate or is further documentation required.

JHV:jh
cc: C. T. Keasey
J. X. Wilson
C. E. Swenson
Roy E. Olson

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
OCT - 9 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

United States Department of the Interior

IN REPLY REFER TO

BUREAU OF LAND MANAGEMENT
Coos Bay District Office
P.O. Box 1139
Coos Bay, OR 97420

OCT 2 1975

Oregon State Highway Department
Region 3
P.O. Box 1128
Roseburg, OR 97470
Atten: Mr. Jack Ayres

Dear Mr. Ayres:

We have reviewed your revised planting plan drawings for the Slater Creek-Mystic Creek Section of the Coos Bay-Roseburg Highway and feel they are satisfactory.

Thank you for the opportunity to make this review.

Edward H. Stanley

District Manager

1 ____
____ ____
____ Tweedt
____ Scott
____ Swenson
2 R. Olson
____ Trout
____

RECEIVED
OCT - 6 1975
ROAD

Initial & Reply
Necessary Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

10-6-75
CC: J.H. Vansteeg
V.D. Wolfe
Ode
} where do we go from here?
JXW

CONSERVE AMERICA'S ENERGY

Save Energy and You Serve America!

35

#8310 1 Slater Cr-Mystic Cr.

October 7, 1975

The Reinforced Earth Company
Bellevue East Office Center, Suite C-217
14040 N.E. 8th Street
Bellevue, Washington 98007

Attention: Mr. O. R. MacIntosh, P.E.
Western District Manager

Dear Mr. MacIntosh:

We are in the process of reviewing the plans for the proposed reinforced earth wall for the Slater Creek project. We should be able to meet with you and discuss the design details of this proposal in a couple of weeks.

Contract plans and specifications are complete for the Slater Creek project so it will not be possible to include the reinforced earth wall proposal in this project. If substantial savings can be obtained with the reinforced earth walls, they can be considered as an alternate during the construction of the Slater Creek project.

If you have any questions, please contact me.

Very truly yours,

J. H. Versteeg
Road Design Engineer

JHV:jh
cc: C. T. Keasey
Walt Hart
Victor Wolfe
Alfred Shirley

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
OCT - 81975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

The Reinforced Earth Company
1414 Twenty-second Street NW Washington DC 20037

telephone: 202 / 223-3434
telex: 89400 REEARTH WSH

Southeastern District (404) 252-5761
6810 Roswell Road, Suite 2-C
Atlanta, Georgia 30328

Western District (206) 747-8566
Bellevue East Office Center, Suite C-217
14040 N.E. Eighth Street, Bellevue, WA 98007

Reply to:

1 Versteeg
Oh copy A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
OCT - 6 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

October 1, 1975

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Versteeg:

Enclosed are plans for REINFORCED EARTH walls on the Slater Creek project.

We believe inclusion of these walls in the plans would show a great savings over the present design. They could also be constructed much faster and would be, in our opinion, more aesthetically pleasing.

We would like to discuss this further with you at your earliest convenience, and will contact you in the near future.

In the meantime, if you have any questions, do not hesitate to contact us.

Very truly yours,

O. R. MacIntosh, P.E.
Western District Manager

ORM/lr

Enclosure

c.c. Frank Terpin, Asst. Road Design Engineer
George Wills, Asst. Location Engineer
Fred Yarborough, Soils Engineer

reinforced earth™

8310

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

October 7, 1975

FILE:

FROM: L. E. George
Traffic Engineer

TO: Alfred Shirley
Region III Engineer

SUBJECT: Proposed Signs
Slater Cr.-Mystic Cr. Sec.
Coos Bay-Roseburg Hwy.
Douglas Co.

NOTED
E. S. HUNTER

Attached is a plan for closing Highway 42 to motor homes and travel trailers during construction of the above names section.

We offer this plan for your consideration. If the attached plan is not satisfactory, please return it with your thoughts and we will make additional suggestions for you.

ELS:pw
cc: E. S. Hunter
C. T. Keasey
J. H. Vesteeg

L. E. George
Traffic Engineer

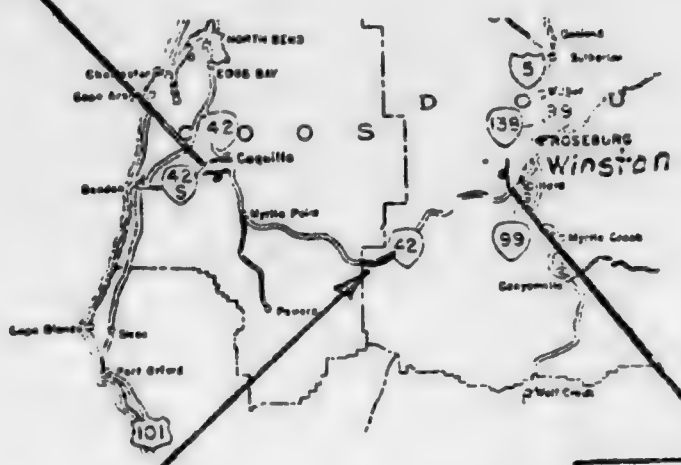
RECEIVED
STATE HWY ENGR
OCT 8 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

9'-0"

(42) CLOSED	8"D
TO CAMPERS	8"D"
AND TRAILERS	8"D
32 MILES AHEAD	8"D

6'-6" 25.

Type "C" - Illuminated
Sign to be installed near
south city limits of Coquille



Location of project

9'-0"

(42) CLOSED	8"D
TO CAMPERS	8"D"
AND TRAILERS	8"D
21 MILES AHEAD	8"D

6'-6" 18"R.S.

Type "C" - Illuminated
Sign to be installed near
east city limits of Winster

SLATER CREEK - MYSTIC CREEK SECTION
COOS BAY - ROSEBURG HIGHWAY - S.E. 42
DOUGLAS COUNTY

35

81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 6, 1975

FROM: L. E. George
Traffic Engineer

TO: Alfred Shirley
Region III Engineer

SUBJECT: Proposed Signs
Slater Cr.-Mystic Cr. Sec.
Coos Bay-Roseburg Hwy.
Douglas Co.

Attached is a plan for closing Highway 42 to motor homes and travel trailers during construction of the above named section.

We offer this plan for your consideration. If the attached plan is not satisfactory, please return it with your thoughts and we will make additional suggestions for you.

ELS:pw
cc: E. S. Hunter
C. T. Keasey
J. H. Vesteog

L. E. George
Traffic Engineer

REFERRED TO
2 Board UKB Reed
Cole 1 Sample 2nd S
Eriksen Watson
Hager Wolfe
(Return) Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Vertrees
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
OCT - 1975
ROAD

Requires Reply
Requires Approval
Receiver Keep
Do not File
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Bring Up
Other

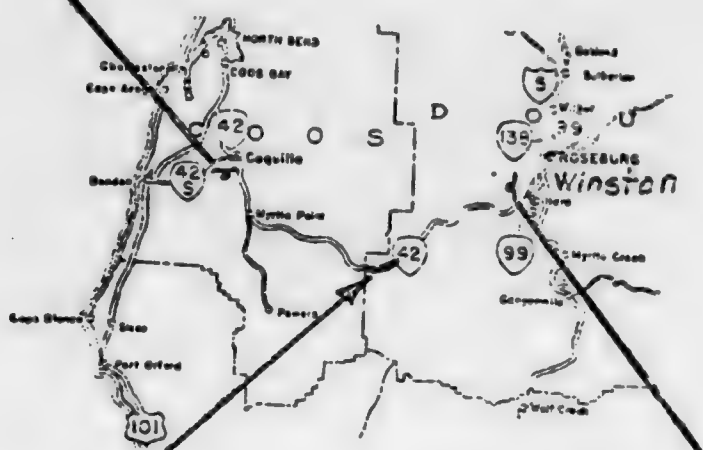
9'-0"

13"R.S. | 6'-6"

(42) CLOSED
TO CAMPERS
AND TRAILERS
32 MILES AHEAD

8"D
8"D"
8"D
8"D

Type "C" - Illuminated
Sign to be installed near
south city limits of Coquille



Location of project

9'-0"

18"R.S. | 6'-6"

(42) CLOSED
TO CAMPERS
AND TRAILERS
21 MILES AHEAD

8"D
8"D"
8"D
8"D

Type "C" - Illuminated
Sign to be installed near
east city limits of Winston

SLATER CREEK - MYSTIC CREEK SECTION
COOS BAY - [illegible] BAY - [illegible]
DOUGLAS COUNTY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 10-1-75
BY (Signature): L.W.Rulien's September 23, 1975 letter
TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☒ OTHERS EGC

~~STARS~~ ITEM NOS. 63 THRU 64 | ~~STARS~~ ITEM NOS. ____ THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	** FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
63	RF-DP-29(26)	2.87	5,050,521	3,948,423	Slater Creek-Mystic Creek Section. Douglas County State of Oregon	Grade, Drain, High Type Pavement and 2 Structures.
64	DP-RF-29(26)	1.80 (4.67)	3,149,479 (8,200,000)	2,462,577 (6,411,000)	"	"

RECEIVED
STATE HWY ENG.
OCT 2'75
REFER TO Rulien
FOR
Info | Inves. | R/D | D/R | Sign | Act. | File

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		10-1-75	C R Burghardt for G. L. Green, Division Administrator

* Program approval ~~of projects in this program~~ shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48 (Rev. 8-71)

GPO 915-690

#8310

35

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 30, 1975

FILE: BR 9310
BR 9311

FROM: Jack L. Davis
Foundation Engineer

TO:

Mr. J. H. Versteeg
Road Design Engineer

SUBJECT:

Foundation Data
Middle Fork Coquille River Bridges
Slater Cr.-Mystic Cr. Sec.
Coos Bay-Roseburg Highway
Douglas County

Enclosed for your use is a copy of the Foundation Data Sheet and the drill logs for Middle Fork Coquille River Bridges Nos. 9310 and 9311.

Data Included:

	Br. No. 9310	Br. No. 9311
Foundation Data Sheet, drawing	30076	30175
Drill logs, Test Holes Nos.	1M,2M,3M,4M, 1, 2 3LY, 4LY & 5LY	1,2,3,4&5

This project is scheduled to be let on October 23, 1975.

JLD:dh
Enclosures

cc Alfred Shirley /w/ encl.
A. W. Bates /w/ encl.

1 ✓
3 T
2

8310

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 30, 1975

FILE:

FROM: J. H. Versteeg
Road Design Engineer

TO: Alfred Shirley
Region 3 Engineer

SUBJECT: Direction and Protection of Traffic and Informational Signing
Slater Creek-Mystic Creek Sec.
Coos Bay-Roseburg Highway
Douglas County

I discussed with J. X. Wilson the need for something more positive then traffic cones to control traffic on this highway project. He agreed that this could be handled on construction and that additional funds would probably not be required for this phase of the work.

Mr. Klaboe agrees that informational signs will be needed at Winston, Coquille and perhaps other locations to advise motorists that motor-homes and travel trailers should not use Highway 42 during certain construction periods. I discussed this with L. E. George, Traffic Engineer, and his Section will prepare perliminary informational sign plans for your consideration. There are funds in the project authorization to cover the cost of the informational signs.

NOTED
E. S. HUNTER

JHV:jh
cc: E. S. Hunter
C. T. Keasey
Al Bates
Frank Terpin
L. E. George

RECEIVED
STATE HWY ENGR
OCT 1 '75
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

#1-310

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 29, 1975

FILE:

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: Slater Creek-Mystic Creek Section
Coos Bay-Roseburg Highway
Douglas County

TO: MEMO TO THE FILES

A plans-in-hand review was held on the named section in Region III office on Thursday, September 25, 1975.

It was requested by Region that if the contractor should desire to commence working during the winter months that he be restricted to logging operations, but no grubbing. This is to lessen the danger of erosion during the winter months.

The gradation of selected rock embankment to be by visual inspection.

It was requested that the chip and choke seal be eliminated. Prior to placing of the base paving course, the CTB curing coat to be recoated with an additional shot of .05 gal./sq. yd. or as directed by the engineer for a complete seal of the CTB. Bryant Jackmond will review with Construction and Specifications.

An allowance of 15 percent of the total subgrade area, for lime stabilization treatment be made.

No shales or clay materials to be allowed in the outer 12 feet of all 1-1/2:1 embankment slopes not made with selected rock.

Standard specifications for road closures should be adequate. Informational signs at Winston, Coquille, I-5 freeway, etc. that the Coos Bay-Roseburg Highway is under construction with possible delays. This will be discussed with the Road Design Engineer.

Allow the substitution of guide posts for traffic cones during stage construction. A construction speed of 40 MPH is too high. Construction speed signs should be variable, as directed by the engineer. A signing detail for one-way traffic operation is required.

The standard specifications were felt to be adequate for obliteration of old roadway. If excavation is required and hauled away, it is to be payed for by the applicable bid item.

1 Vanderg. ✓
A. Olson
2 Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
SEP 30 1975
ROAD DESIGN SECTION

Prepare Reply
Prepare Approval
Hereafter Keep
Do not File
Return To
Bring Up
Other

LKW:we
cc: J. X. Wilson
Bryant Jackmond
Tom Lowe, FHWA
C. G. Swenson
A. W. Bates
Norman Mann
W. G. Beard

8310

Status Report
Slater Creek-Mystic Creek Section
Coos Bay-Roseburg Highway
Douglas County

September 29, 1975

FILE	NAME	STATUS Appraised	Reviewed	Status
47008	Longview Fibre Company	x	x	Optioned
48632	Looney, M. G. et al	x	x	Optioned
48633	Looney, John D.	x	x	Optioned
48634	Looney, Velda M.	x	x	Optioned
48635	Georgia Pacific Corporation	x	x	P.E.
48636	Prestidge, W. E.	x	x	Optioned
48637	Roseburg Lumber Company	x	x	*R/C
48638	Standley, Oran C.	x	x	Optioned
48639	Hills, Wilton F. & Wilma Jean	x	x	P.E. R/C
48640	C & D Lumber Company	x	x	P.E. R/C
48641	Moore Mill & Lumber Company	x	x	** P.E.
48693	McClellan, Dorothy M. et al	x	x	Optioned
48696	Looney, Vleda M. (C.P. Button)	x	x	Optioned
48698	Rudolph, Maxine	x	x	Optioned
48822	Roseburg Lumber Company	x	x	***
48728	Young, K. M.	x	x	R/C

*48637 Roseburg Lumber Company is checking timber cruise. Option left 25th.

**48641 Will send in Permit of Entry

***48822 Roseburg Lumber Company. Road Easement to be signed 29th.

48639 Hills - Lives in Santa Ana, California

RECEIVED

Assistant S...

NOTED
R. L. SCHROEDER

cc Schroeder

RIGHT OF WAY SECTION
RECEIVED
SEP 29 1975

-11 8310

35

OREGON STATE HIGHWAY DIVISION

PRO-6-2

September 29, 1975

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Slater Cr.-Mystic Cr. Section
Project No. RF-DP-29(26)

We hereby request the requirements of paragraph 5 of FHPM 6-4-2-1 and paragraph 7 of FHPM 6-4-1 (relative to contractor's working restrictions, immediate occupancy and use at the anticipated advertising date) be waived as being in the Public interest for the above-mentioned project.

This right-of-way restriction as summarized in our previously transmitted right-of-way status report involves only the roadway construction in the holdings of two property owners at four locations within the project. The contractor will be able to work unrestricted outside of these areas which is 70% of the project or 3.2 miles. We expect to have the right-of-way clear by November 10, 1975, making a restriction of only 12 working days after receiving bids which we believe would result in no delay in the final completion of the project.

We feel it is in the public interest to receive bids on October 23, 1975, as this project is vitally needed as soon as possible by the people of Douglas and Coos Counties to sustain and promote their logging industry as well as quality of life. They and we feel that this highway improvement is long overdue and any delay is intolerable.

The contract specifications will contain the restrictive clause required in FHPM 6-4-1-6, paragraph 7h, that the contractor will not be allowed to work on the project between Engineer's Station 1254 to Station 1268; Station 1337 to Station 1357; Station 1461 to Station 1485 and Station 1369 to 1385.

DAR:jb

cc F. B. Klaboe
E. S. Hunter
John Oakes
J. H. Versteeg
C. G. Swenson
D. E. Swan
Alfred Shirley, Jr.

RECEIVED
SEP 30 1975
ROAD
DESIGN

7h copy

8310

PRO 6-2

September 23, 1975

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. RF-DP-29(26)

We are submitting program data for one jointly financed project as follows:

Item No. 63: Project No. RF-DP-29(26), which we desire to have included in the Federal-aid Rural Primary Highway Program.

Item No. 64: Project No. DP-RF-29(26), which we desire to have included in the Federal-aid Economic Growth Center Highway Program.

The work under this jointly funded project will be known as "Slater Creek - Mystic Creek Section" and it is our present intention to receive bids for this project on October 25, 1975.

One copy each of State Clearinghouse and District 6 Clearinghouse A-95 review approval letters, dated June 27, 1972 and June 22, 1972 respectively, were forwarded previously.

JG:vld

Enclosure

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

9-23-75

Budget Bureau No. 41-R2067; A

U.S. D

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1 (19)(20)	SR 42, 4.45 mi. SW Camas Valley, SW 4.67 mi. 21 68	ADT	1,600	2,900 (66)	95 (70)(71)(72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER
3	Gr., Dr., H.T. Pave, 2 Brs. 28 62	(63)(68)	(69)(68)	(69)	(70)	(71)	(72)(73)	(74)(75)	RF-DP- 14 23	29 27

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
4	Rural Primary	Douglas	019 (14)

NAME OF URBAN AREA (17-31)

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	14 (32)	35 (36)(37)	--

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1-4 8)	(16)	41	42	43 46	53		(54)(58)	(59) (66)	(67) (70)		
5					PE		SR 42, 4.45 mi. SW Camas Valley, SW 4.67 mi.					
5					ROW							
5					CONST (CODE) 6204 X081		"Slater Creek-Mystic Creek Section"	(4.67)	(8,200,000)	(6,411,000)		
								2.87	5,050,521	3,948,423	1,102,098	
							PROJECT TOTALS	2.87	5,050,521	3,948,423	1,102,098	

(16) (28)(24) (33)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

REMARKS: Additional Data: Item Nos.
RF-62; Project Nos. F-DP-2
and RF-29(25), respectivel

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

9-23-75

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 42, 4.45 mi. SW Camas Valley, SW 4.67 mi.	ADT	1,600	2,900	95	10	Oregon	41	073	63

DESCRIPTION OF WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUFV ACCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	Tr. Projects Only POST MI. DESIG.
Pave, 2 Brs.								RF-DP-	29	(26)	

ROADS	COUNTY NAME	CODE	PROGRAM STAGE
Rural Primary	Douglas	019	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	14	35	--

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		SR 42, 4.45 mi. SW Camas Valley, SW 4.67 mi.						Gr., dr., H.T. pave 2-12' lanes with 8' shoulders, also 12' climbing lane; 4' shoulder where required. Const. two bridges (1,033.5'
ROW								
CONST (CODE) 6204 X081		"Slater Creek-Mystic Creek Section"	(4.67)	(8,200,000)	(6,411,000)			ROW-150' min.; Access control-partial: parking restrictions none. Utility adj. required incl. prep. work.
			2.87	5,050,521	3,948,423	1,102,098		
		PROJECT TOTALS	2.87	5,050,521	3,948,423	1,102,098		

APPROVAL DATES

REMARKS: Additional Data: Item Nos. P-531, P-53[illegible] RF-62; Project Nos. F-DP-29(20), DP-F-29(2[illegible] and RF-29(25), respectively.

USCOMM DOC[illegible]

SLATER CREEK-MYSTIC CREEK SECTION
PROJECT NO. RF-DP-29(26)

REMARKS - Continued

NOTE: This project is jointly financed using Rural Primary and EGC funds. The overall length of the project is 4.67 miles and is split between RF & DP funds on the basis of percentage of DP funds available.

Project Data: The project consists of the following:

Roadway -- Grade, drain and high-type pave two 12-foot lanes with 8-foot shoulders and also 12-foot climbing lanes with 4-foot shoulders where required.

Structures --

M.P.	Description	Type Code	Ext. Cost
0.00	Westerly end of project		
1.80	Bridge No. 9310; hwy. over waterway; prestressed beams; L 291'-6"; H.C. 40'.	X081	$380,000
2.76	Bridge No. 9311; hwy. over waterway; prestressed beams; L 242'; HC 48'.	X081	$320,000

NOTE: On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

Data for PR-37:

Roadway	(6204)	$ 7,492,000
Bridges	(X081)	$ 700,000
Utilities	(Y060)	$ 3,000

Budget Bureau No. 41-R2067;

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

9-23-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER: 1 (18)(20) — PROJECT LOCATION (45 typewriter spaces): SR 42, 4.45 mi. SW Camas Valley, SW 4.67 mi. 21 65

ADT — PRESENT: 1,600 — FUTURE: 2,900 (66) — YEAR: 95 (70)(71)(72) — REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr., Dr., H.T. pave, 2 Brs. 26 62 — NATL. FOREST (63)(65) — FH ROUTE NO. (66)(68) — SUFV AREA (69) — DA CLASSIF. (70) — DA AREA (71)(72) — EMERG. YR. (73) — PL. AUTH YR (74)(75) — PROJECT NUMBER: PREFIX LETTER(S): DP-RF 14 23 — NUMBER: 29 7

CARD 4 — CLASS OF FEDERAL FUNDS: Economic Growth Center — COUNTY NAME: Douglas 69 (114)

NAME OF URBAN AREA 17-31 — ROUTE NO. p — FEDERAL-AID: 14 (32) — STATE: 35 (36)(37) — U.S. --

ESTIMATED PROJECT COST BY PHASES

CARD 5 LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES (54)(56)	TOTAL ESTIMATED COST (59)(60)	FEDERAL FUNDS (67)(70)	STATE FUNDS	OTHER FUNDS
1 (1&3)	10	41	42	43-46 PE	53	SR 42, 4.45 mi. SW Camas Valley, SW 4.67 mi.					
3				ROW							
3				CONST (CODE) 6204 X081		"Slater Creek-Mystic Creek Section"	(4.67)	(8,200,000)	(6,411,000)		
							1.80	3,149,479	2,462,577	686,902	
						PROJECT TOTALS	1.80	3,149,479	2,462,577	686,902	

CARD 1 — CODE 1 — PREPARED BY

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

REMARKS: Additional Data: Item N
RF-62; Project Nos. F-D
and RF-29(25), respecti

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

9-23-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

T LOCATION (45 typewriter spaces)		ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.	
42, 4.45 mi. SW Camas Valley, SW 4.67 mi.			1,600	2,900	95	10	Oregon	41	100	04	
				(66)	(70)(71)(72)			(2) (3)	(4) (9) (14)	(18)	
						PROJECT NUMBER			T. Projects Only		
			EMERG. YR.	PL. AUTH YR		PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI. DESIG.		
						DP-RF	29	(26)			
						23	7	15	(24) (25)	27	
RK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA						
ve, 2 Brs.											
62	(63) (68)	(69) (98)	(99)	(70)	(71)	(72) (73)	(74) (75)	14			

Economic Growth Center

COUNTY NAME: Douglas — CODE: 019 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.: p — FEDERAL-AID: 14 (32) — STATE: 35 (36)(37) — U.S.: -- (41)

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	40 33		(34) (38)	(39) (66) (67)	(76)		
E		SR 42, 4.45 mi. SW Camas Valley, SW 4.67 mi.					
OW							
ONST (CODE) 204 081		"Slater Creek-Mystic Creek Section"	(4.67)	(8,200,000)	(6,411,000)		
			1.80	3,149,479	2,462,577	686,902	
		PROJECT TOTALS	1.80	3,149,479	2,462,577	686,902	
				(18) (23) (24) (25)			

CHARACTER OF PROPOSED WORK (Full description)

Gr., dr., B.T. pave 2-12' lanes with 4' shoulders, also 1 climbing lanes with 4' shoulder where required. Const. two bridges (L 533.5').

ROW-150' min.; Access control-partial; parking restrictions none.
Utility adj. required incl. prep. work.

REMARKS: Additional Data: Item Nos. P-531, P-533, RF-62; Project Nos. F-DP-29(20), DP-F-29(24) and RF-29(25), respectively.

PROVAL DATES

USCOMM DUSCOMM-DC 40

SLATER CREEK-MYSTIC CREEK SECTION
PROJECT NO. DP-RF-29(26)

REMARKS - Continued

NOTE: This project is jointly financed using Rural Primary and EGC funds. The overall length of the project is 4.67 miles and is split between RF & DP funds on the basis of percentage of DP funds available.

Project Data: The project consists of the following:

Roadway -- Grade, drain and high-type pave two 12-foot lanes with 8-foot shoulders and also 12-foot climbing lanes with 4-foot shoulders where required.

Structures --

M.P.	Description	Type Code	Ext. Cost
0.00	Westerly end of project		
1.80	Bridge No. 9310; hwy. over waterway; prestressed beams; L 291'-6"; H.C. 40'.	X081	$380,000
2.76	Bridge No. 9311; hwy. over waterway; prestressed beams; L 242'; HC 48'.	X081	$320,000

NOTE: On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

Data for PR-37:

Roadway	(6204)	$ 7,492,000
Bridges	(X081)	$ 700,000
Utilities	(Y060)	$ 8,000

#2310

FORM 81.734.3030

35

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

September 16, 1975

FILE: LOC 17

ORIGINAL SIGNED BY J. X. WILSON

FROM: J. X. WILSON
Regional Construction Engr.

SUBJECT: Slater Cr.-Mystic Cr. Sec.
Coos Bay-Roseburg Highway

TO: Walter J. Hart
Bridge Design Engineer

We have reviewed preliminary plans and specs for structures on subject project. The only comment or suggestion we have to offer at this time has to do with surface finishing. Suggest edge of deck, outside edge of girders and parapets be given Class 3 finish. All other surfaces to be finished in conformance with general requirements of Section 504.48(a).

JXW/cw

cc J. H. Versteeg ✓
Curt Duval

1 ✓
A. Olson
2 Terpin
Scott
3 Swenson
R. Olson
Trout

RECEIVED
SEP 17 1975
ROAD DESIGN SECTION

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Do not File
Return To
Bring Up
Other

#1310

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 15, 1975

Division of State Lands
1445 State Street
Salem, Oregon 97310

Attention: Jan Haley

Dear Jan:

Re: OSHD PERMIT NO. 163
Slater Creek-Mystic Creek Sec.
Coos Bay-Roseburg Highway
Douglas County

Here is an application and plans for the proposed work on this project. Please circulate this data for review and input into the special conditions of the removal/fill permit. There has been some consultation with representatives of the Department of Fish and Wildlife during the preliminary development of this project.

The following information pertains to the proposed work on the corresponding plan sheets.

Sheet No. 5

A selected rock inlay is proposed here. The cross section detail is on sheet 2A. Mandatory disposal area no. 1, with detail on sheet 2E-2, shows the disposal area to be above the top of the river bank.

Sheet No. 6

Rock inlay work with details on sheet no. 2A.

Sheet No. 7

Proposed work on this sheet is for a new bridge across the Middle Fork Coquille River and some selected rock embankment work in the immediate area. Details for the bridge are shown near the end of the set of plans on the sheet marked "Bridge No. 9310". Details for the rock embankment adjacent to the "RCA" Line are on sheet no. 2B. Details for the rock embankment work at Sta. 1331+00, at the easterly end of the bridge, are on sheet 2E. Details for the rock embankment work along the main roadway are on sheet no. 2F.

Sheet No. 8

Work here calls for the construction of a dike. Details are found on sheet no. 2E. The reason for the dike is to redirect the flow of high water to prevent damaging erosion.

Sheet No. 9

The proposed work on this sheet includes the proposed bridge, a selected rock embankment, a selected rock inlay and the obliteration of selected boulders in the stream. Details for the bridge are on the sheet marked "Bridge No. 9311". Details for the selected rock embankment and the selected rock inlay are on sheet 2B. Note 28 shows an area where selected boulders now in the stream are to be obliterated. They are very large and cause the stream to change course and create erosion damage. They also stop logs and debris from floating down the stream. This further creates erosion problems and is harmful to fish habitat. These boulders are to be blasted to a much smaller size.

Sheet No. 12

Note number 10 is for the construction of a selected rock inlay. Details are found on sheet 2B. Mandatory Disposal Area No. 3, with details on sheet no. 2E-2, shows this area to be above the river bank.

Sheet No. 13

Note no. 1 is for the construction of a channel change. The cross section detail is on sheet no. 2B. Mandatory Disposal Area No. 4 is shown here with the cross section detail on sheet no. 2E-2. It is adjacent to and above the cut slope of the channel change. The channel change profile on sheet 13 shows two intended dips in the grade line to form pools in the stream.

Disposal Area No. 2 only appears on the cross section details on the cross section details on sheet no. 2E-2. The area is across the new roadway and several hundred feet away from the river.

If there are any questions on this proposal, please call.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Donald L. Trout
Design Office Engineer

DLT:jh

8310

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

OFFICE OF THE ADMINISTRATOR

SEP 12 1975

IN REPLY REFER TO:
HEV-11

Through:
Mr. L. E. Lybecker
Regional Federal Highway Administrator
Portland, Oregon

Mr. F. B. Klaboe
Administrator and State
Highway Engineer
Oregon State Highway Division
Salem, Oregon 97310

Mr. G. L. Green
Division Administrator
Salem, Oregon

NOTED
E. S. HUNTER

Dear Mr. Klaboe:

Thank you for your August 13 letter concerning the Department of the Interior's comments on the Slater Creek-Mystic Creek final environmental impact/4(f) statement.

We are pleased that there has been a resolution of this matter with our respective offices and the Bureau of Land Management State office. We have advised the Department of the Interior of the agreements which have been reached and are hopeful that this will resolve its concerns.

Sincerely yours,

Norbert T. Tiemann
Federal Highway Administrator

RECEIVED
STATE HWY ENGR
SEP 22 '75
REFER TO
FOR
Info | Inves | R/W | Des | Str | Adv | File

EL - Boyd - Bak

RECEIVED
SEP 2 1975

NOTED
R. L. SCHROEDER

#8310

35

Salem, Oregon
September 11, 1975

J. H. Versteeg
Road Design Engineer

J. X. Wilson
Region III Construction Engineer

Slater Creek-Mystic Creek Sec.
Coos Bay-Roseburg Highway
Bear Creek Recreation Area
Douglas County

A Memo To The Files dated August 13, 1975 from Gary Potter stated the Oregon State Highway Division would develop a planting plan that would be directed to the visual screening of the highway from the Bear Creek Park. This plan was to be submitted to the Bureau of Land Management's District Manager in Coos Bay for their consideration.

Attached is a copy of the proposed planting plan. Would you please submit this to the District Manager for his review. This planting plan will become a part of the contract plans for this project.

REFERRED TO

Beard	Reed
Cole	Semple
Eriksen	Watson JW
Heger	Wolfe

Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

JHV:we
cc: Gary A. Potter
J. B. Boyd
George Wills
Tom Lowe, FHWA

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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SLATER CREEK - MYSTIC CREEK SRC
COOS BAY - ROSEBURG HIGHWAY
DOUGLAS COUNTY

FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			

SHEET No.

SCALE IN FEET
0 100 200 300 400

N W E S

BEAR CREEK

PLANTING PLAN

CREEK REC AREA

SEEDLINGS PLANTED
NT ON ALL FILL SLOPES.

PROPOSED R/W

FILL

CUT

FILL

FILL

D R/W

STA. 1359+00

BLM BOUNDARY

BLM BOUNDARY

1137.000
491.000

1128.000
491.000

	MIN. QUANTITY PER ACRE
UE	15 LBS.
	12 LBS.
	3 LBS.
	8 LBS.
AND)	2 LBS.
TAL.	40 LBS.

TO
SLOPES.

RES
RES
RES

BEAR CREEK REC

2 YEAR OLD DOUGLASFIR SEEDLINGS PLANTED ON 10'X10' SPACING — PLANT ON ALL FILL SLOPES. TOTAL OF 1100 SEEDLINGS

FILL

CUT

1345

PROPOSED R/W

CUT

1339

1502+80

NOTE: ALL CUT AND FILL SLOPES TO BE ROADSIDE SEEDED WITH SEED MIXTURE AS SHOWN BELOW

KIND OF SEED	MIN. QUANTITY PER ACRE
PENNLAWN OR ILLAHEE CREEPING RED FESCUE	15 LBS.
CASCADE OR HIGHLIGHT CHEWING FESCUE	12 LBS.
MANHATTAN PERENNIAL RYEGRASS	3 LBS.
PARK, KENBLUE OR NEWPORT BLUEGRASS	8 LBS.
GRASSLAND HUIA WHITE CLOVER (NEW ZEALAND)	2 LBS.
TOTAL	40 LBS.

NOTE:
ADD 4 LBS. DOUGLASFIR SEED PER ACRE TO SEED MIXTURE TO BE APPLIED TO CUT SLOPES.

ACREAGE

CUT SLOPES: (74,712 SQ FT.) = 1.72 ACRES
FILL SLOPES: (109,782 SQ FT.) = 2.52 ACRES
TOTAL: 4.24 ACRES

#1210

35

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 5, 1975

FILE:

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: Slater Creek-Mystic Creek
Coos Bay-Roseburg Highway
Douglas County

TO: MEMO TO THE FILES

A review of the channel change and proposed embankment slopes into the South Fork Coquille River with the Fish and Wildlife Commission was held in Roseburg on Wednesday, September 3, 1975 on the named section.

Embankment Right, Sta. 1394+50 to Sta. 1399+25

Several very large boulders block the existing river channel and direct the current directly at the existing highway causing washing out of the existing embankment. These boulders also trap considerable debris. It is proposed to break up several large boulders thereby diverting the river away from the proposed new embankment. Removal of these boulders will also assist in fish passage through this area. It is proposed to do the boulder and debris removal by extra work.

Bin Wall Right, Station 1404+40 to Sta. 1408+00

The bin wall will be required from Sta. 1404+00 to Sta. 1406+50. The river at this point is narrow and the opposite bank is an old slide area. Channel change or narrowing the river with embankment could start new slides.

From Sta. 1406+50 to 1408+00, immense boulders have diverted the river away from the highway. Additional embankment through this area would not create any problems.

Bin Wall Right, Sta. 1411+10 to Sta. 1413+10

Here again, the channel is narrow with the opposite bank being an old slide. The bin wall will be required in this area for reasons as given at the previous bin wall.

Channel Change Right Sta. 1476+50 to Sta. 148+50

The Fish and Wildlife Commission had requested the costs of a structure in place of a channel change at a meeting in July. The additional cost in place of the channel change would be $675,000.

Adequate protection from polluting the river during the channel change will be required. Two methods were proposed. Dikes across the river above and below the proposed channel change and the river conducted through a culvert. A silt settling basin below the channel change made with bales of hay.

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The grade of the channel change is to be irregular and fish rocks placed. The toe of the slope of the bank across from the roadway to have an inlay of selected rock approximately five feet high. The disposal area is to be planted with alders.

Disposal area #3 right Station 1465 to 1475+25 has a fringe of trees along the river bank. The toe of the slope is to be held at approximately ten feet from the trees.

LKW:we
cc: George Wills
J. X. Wilson
C. G. Swenson
A. W. Bates
Jim Lauman, Fish and Wildlife Commission
Ed Schwartz, Fish and Wildlife Commission
Richard Lenz

8310 Slater Cr.-Mystic Cr. Sec. 1975
of Coos Bay-Roseburg Hwy.
(Grading, paving & structures) #1

8-22-75

U. S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: F-P-29(20)

STATE PROJECT NO.: Slater Creek-Mystic Creek Section

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.:

ITEM NO.: F-531 & DP-532

COUNTY NAME: Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 25 '75
REFER TO
FOR
File | Div. | R/D | O.R. | Staff | Att. | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	August 22, 1975	Primary Route 14	Primary Route 35

GENERAL LOCATION:

SR 42 4.45 miles - SW Camas Valley SW 5.20 miles

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION — Total estimated cost of $28,000 - federal funds $22,663.00.
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's August 12, 1975 letter you are authorized to proceed with the work as shown above.

My program approval memorandum of October 10, 1972 approved this project for inclusion in the federal-aid program.

8-25-75
ORIGINAL TO
L.W. Rulien

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-22-75	C R Beerghardt	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8-18-75

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RF-29(25)

STATE PROJECT NO.
Slater Creek - Mystic Creek Section

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RF-62

COUNTY NAME
Douglas

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG.
SEP 8'75
REFER TO
Gibson
FOR

Info	Invest	R/D	D.F.	Sig.	Act.	File
					✓	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	August 18, 1975	Primary Route 14	Primary Route 35

GENERAL LOCATION:
SR 42 - 4.45 miles SW Camas Valley SW 5.20 miles.

GENERAL DESCRIPTION OF WORK:
Right of Way acquisition.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
My program approval memorandum of August 18, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's August 13, 1975 letter you are authorized to proceed with all phases of right of way acquisition as outlined on right of way maps 9B-13-5 and 9B-13-6 at a total estimated cost of $300,000.00 - federal funds $234,500.00.

Federal participation will be limited to that right of way actually incorporated in the final location.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-18-75	C R Burghardt for	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
Oregon	8-18-75
BY (Signature) L. W. Rulien's August 13, 1975 letter	
TITLE Project Management Engineer	

CLASS OF FEDERAL FUNDS
☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS _____

ITEM NOS. 62 THRU _____ ITEM NOS. _____ THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS **	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
62	RF-29(25)	5.20	300,000	234,500	Slater Creek - Mystic Creek Section. Douglas County - State of Oregon.	Right of Way Acquisition, all phases.

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		8-18-75	for C. R. Derrybrandt G. L. Green, Division Administrator

** Program approval shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM FR-65
(Rev. 8-71)

GPO 915-690

#8310

35

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 15, 1975

FILE:

FROM: L. K. Watson
Design Team Supervisor

SUBJECT: Slater Creek-Mystic Creek
Coos Bay-Roseburg Highway
Douglas County

TO: MEMORANDUM TO THE FILES

This project was reviewed to determine if the earthwork quantities should be corrected for eccentricity due to curvature.

Two of the curves were checked and the correction would amount to approximately 2%. Plotted cross-sections were made up from aerial contour maps and field sections not taken from the proposed construction centerline. These factors alone limit the accuracy of the earthwork quantities.

The quantities shown on the plans will be for bidding only and due to a great excess of materials, it was determined that the earthwork would not be corrected for eccentricity.

It is recommended that the final quantities should be corrected for eccentricity as greater accuracy may be obtained under construction.

LKW:jh
cc: George C. Wills
Alfred Shirley
C. G. Swenson
A. W. Bates

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout

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831

PRO 6-2

August 13, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rutten
Project Management Engineer

SUBJECT Program Data Submission
Project No. RF-29(25)

We are submitting program data for one right-of-way project, Item No. 62, Project No. RF-29(25), "Slater Creek-Mystic Creek Section", which we desire to have included in the Federal-aid Rural Primary Highway Program.

We request, concurrent with program approval, authorization to proceed with all phases of right-of-way acquisition as programed at an estimated total cost of $300,000 and Federal funds of $234,500. The right-of-way to be acquired is as outlined in red on the enclosed copies of right-of-way maps 98-13-5 and 98-13-6.

There is no relocation or displacement of families or businesses resulting from this project; therefore, assurances regarding replacement housing is not required.

CL:bb
Enc.

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

8-13-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER: 1 (19)(20)

PROJECT LOCATION (45 typewriter spaces): SR 42 4.45 Mi. SW Camas Valley SW 5.2 Mi. 21 68

ADT: PRESENT 1,600 | FUTURE 2,900 (66) | YEAR 95 (70)(71)(72)

REGION: 10

STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Right-of-Way Acquisition 29 62

NATL. FOREST (63)(65) | FH ROUTE NO. (66)(68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71)(72) | EMERG. YR. (73) | PL. AUTH YR (74)(75)

PROJECT NUMBER: PREFIX LETTER(S) RF- 14 28 | NUMBER 29(25) 7

CARD 4 — CLASS OF FEDERAL FUNDS: Rural Primary

COUNTY NAME: Douglas

NAME OF URBAN AREA: -- 17-31

ROUTE NO. P | FEDERAL-AID 14 (32) | STATE 35 (36)(37) | U.S. --

CARD 5

LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
(24)	(58)	(59)		(66)	(67)		(76)				
1 (1648)	(10)	41	42	43 46	55			ESTIMATED PROJECT COST BY PHASES			
3				PE		SR 42 4.45 Mi. SW Camas Valley SW 5.20 Mi.					
3				ROW			5.20	300,000	234,500	65,500	
3				CONST (CODE)		"Slater Creek-Mystic Creek Section"					
				PROJECT TOTALS			5.20	300,000	234,500	65,500	

CARD 1 — CODE 1 — PREPARED BY

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

REMARKS (18)(23)(24)(39)

Additional Data, Items 531
Project No. F-DP-29(20)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

8-13-75

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 42 4.45 Mi. SW Camas Valley SW 5.2 Mi.	ADT	1,600	2,900	95	10	Oregon	41	073	62

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Acquisition								RF-	29(25)			

FUNDS: Rural Primary

AREA: --

COUNTY NAME: Douglas — CODE: 019

ROUTE NO. P — FEDERAL-AID: 14 — STATE: 35 — U.S.: --

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 42 4.45 Mi. SW Camas Valley SW 5.20 Mi.						Right-of-Way acquisition all phases.
ROW			5.20	300,000	234,500	65,500		(Future 2-12' lanes H.T. pave., 4 to 8' shldrs., climbing lanes and 2 bridges.)
CONST (CODE)		"Slater Creek-Mystic Creek Section"						ROW-150' min.; Access control-partial; Park. restrictions-none.
PROJECT TOTALS			5.20	300,000	234,500	65,500		

PREPARED BY

FHWA APPROVAL DATES

REMARKS

Additional Data, Items 531 and 532
Project No. F-DP-29(20)

-OVER-

USCOMM DUSCOMM-DC 48908-P61

SLATER CREEK-MYSTIC CREEK SECTION
PROJECT NO. RF-29(25)

Project Data:

Work under this project consists of the acquisition of right-of-way all phases as required for the future construction necessary to provide for two 12-foot lanes H.T. pavement, 4 to 8-foot shoulders, climbing lanes and two bridges.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- Location/design public hearing held August 29, 1974.

(b) Location/Design -- Approval granted August 18, 1975.

IM 50-1-70 Requirements:

State Clearinghouse and District 6 Clearinghouse A-95 review letters of approval submitted previously.

FHPM 7-7-2 Requirements:

Final Environmental Statement was accepted by the Secretary of Transportation on

Data for PR-37:

No relocation is involved on the project.

NOTE: This project is in Congressional District No. 4.

#F710

35

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 13, 1975

Mr. Norbert Tiemann (HA-1)
Federal Highway Administrator
Federal Highway Administration
Nassif Building
400 7th Street, S.W.
Washington, D.C. 20590

Dear Mr. Tiemann:

I have just received a copy of a letter dated August 6 from Mr. Stanley Doremus, Deputy Assistant Secretary of the Interior, concerning the Slater Creek-Mystic Creek Final EIS/4(f) Determination. My purpose in writing directly to you is to inform you of significant events that occurred several days prior to this letter.

On August 4 members of the Bureau of Land Management State Office in Portland and District Office in Coos Bay met with representatives of the Highway Division Right of Way, Location and Environmental Sections. Their purpose was to discuss and resolve various points raised by the Secretary of Interior, particularly regarding steps taken to minimize harm to the Bear Creek Recreation Area lands. The following is discussion and resolution of each item:

1. "More specific agreement relative to a landscaping plan using indigenous species."

   The Oregon Highway Division agreed to develop a planting plan that is directed to visual screening of the highway from the park using species of plants native to and common in the immediate area.

   This plan will be submitted to the District Manager in Coos Bay for approval. BLM Oregon State Office Landscape Architect will be consulted during the development of the plan.

   The approved plan will be made a part of the road construction contract.

2. "Provision of suitable access and parking facilities into the Bear Creek Recreation Area."

   The discussion of suitable access and parking facilities actually was resolved in two different ways.

   a. The OSHD will provide access via the old section of highway into the existing, developed recreation site by providing suitable road connections to the new highway.

   b. The second issue, access to undeveloped recreation lands on the south side of the Coquille River from the new highway, is complicated by several factors:

      (1) BLM does not have a development plan, so constructing an access now and blocking it off would commit access to a specific point.

      (2) OSHD hesitates to build access road approaches that may never be used.

      (3) Construction of two access approaches and parking area would necessitate larger fills and considerably more clearing in the park.

   The following agreements were made regarding point "b" above: The OSHD will build access approaches to BLM's satisfaction at some future time and, in the meantime, a minimal construction road for riprap work on the toe of a slide will be located so that BLM could use it for park access in their development plans. The construction road would be blocked off when construction is completed and opened if BLM chooses this option. Either plan will guarantee the BLM access compatible with their future recreation plans.

   Per BLM's request, OSHD agreed to eliminate access from the south side of the new roadway.

3. "Installation of appropriate highway signs relative to the recreation site and the access thereto."

   It was agreed to sign the new roadway with appropriate warning signs approaching the recreation area and with turnoff signs naming the recreation area at the entrance roads to the park site.

   All the signing will be done according to the Manual On Uniform Traffic Control Devices, adopted by the U. S. Department of Transportation, Federal Highway Administration, 1971.

4. "Mitigation of adverse impact of the highway fill on the availability of water for recreation site users."

   The OSHD agreed to provide a water line from the existing potable water supply to the day use area on the south side of the river, either by our own forces or under separate contract. This will eliminate any impact of the highway fill on the water supply.

   The plans and method of installation will be submitted to the District Manager in Coos Bay for approval prior to installation.

5. This point concerns the matter of replacement lands.

   The Oregon Highway Division will acquire parcels of land adjacent to the river at the east and west ends of (contiguous to) the park. These lands will be available to the Bureau of Land Management for future needs in terms of access for park development and will be preserved in public ownership for recreation use.

   Both the Bureau of Land Management and the Oregon Highway Division have explored the possibility of transferring title of these lands to BLM, and neither agency finds it desirable to do so.

   The commitment of the OSHD to buy these parcels of land and guarantee BLM right to use and access enlarges the park, provides for BLM access, and preserves a greater portion of riverbank for recreation use. This is felt by both agencies to be the most acceptable method of replacing those park lands committed to highway construction.

As you can see from the foregoing, we successfully completed the planning on this project with the strongest commitment to mitigate all impacts on the park, including the addition of recreation lands to the park. Therefore, we feel that all possible planning has been accomplished to minimize harm, these items have been carefully coordinated with the Bureau of Land Management, and these steps are acceptable to the BLM.

We oppose the processing and circulation of a supplement to the 4(f) statement as requested in the Department of Interior's August 6 letter and, instead, propose that this letter and these commitments be conveyed to Interior so their "opposition to the project on environmental grounds" may be gracefully removed.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

cc: Louis Lybecker, FHWA Region Administrator (w/att.)
Glen L. Green, FHWA Division Engineer
State Director, BLM, P. O. Box 2965, Portland 97208
District Manager, BLM, P. O. Box 1139, Coos Bay 97208
Area Manager, BLM, " "

bc: E. S. Hunter
H. S. Coulter
Victor D. Wolfe
J. H. Versteeg
Dave Talbot
R. L. Schroeder
Gary Potter
J. B. Boyd
L. W. Rulien
Alfred Shirley, Jr.

GAP:sz srb

1 Versteeg ✓
2 A. Olson
copy Terpin
Scott
copy Swenson
R. Olson
copy Trout
we

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AUG 14 1975
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FORM 61-734-3830

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

August 13, 1975

Salem, Oregon 97310

FILE: ENV 2-1

FROM: Gary A. Potter, Manager
Environmental Section

TO: MEMO TO THE FILES

SUBJECT: Slater Creek-Mystic Creek
Coos Bay-Roseburg Highway
Bear Creek Recreation Area
Douglas County

The following people met on August 4, 1975, at the Bureau of Land Management Headquarters in Portland, Oregon to discuss the subject project:

J. X. Wilson	OSHD
David R. Saupe	BLM
John Evans	BLM, Portland
Jim Andrews	BLM, Portland
Chalmer W. Gustafson	BLM, Coos Bay
John W. Warner	BLM, Coos Bay
Winsor Fernette	BLM
Jay Bruce Boyd	OSHD
Gary A. Potter	OSHD
Tom Lowe	FHWA
Ernest D. Black	BLM, Coos Bay
George C. Wills	OSHD

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NOTED
F. B. KLABOE

The purpose of the dicussion was to resolve five points centering around the Department of Interior's concern regarding the 4(f) Determination for right-of-way needed through Bear Creek Recreation Area. The issues discussed and their resolution are as follows:

1. "More specific agreement relative to a landscaping plan using indigenous species.

   The Oregon Highway Division agreed to develop a planting plan that is directed to visual screening of the highway from the park using species of plants native to and common in the immediate area.

   This plan will be submitted to the District Manager, Coos Bay for approval. Bureau of Land Management, Oregon State Office Landscape Architect, will be consulted during the development of the plan.

   The approved plan will be made a part of the road construction contract.

2. "Provision of suitable access and parking facilities into the Bear Creek Recreation Area."

   The discussion of suitable access and parking facilities actually was resolved in two different ways. 97201

   a. The OSHD will provide access via the old section of highway into the existing, developed recreation site, by providing suitable road connections to the new highway.

   b. The second issue, namely, access to undeveloped recreation lands on the south side of the Coquille River from the new highway is complicated by several factors.

      ---BLM does not have a development plan, so constructing an access now and blocking it off would commit access to a specific point.

      ---OSHD hesitates to build access road approaches that may never be used.

      ---Construction of two access approaches and parking area would necessitate larger fills and considerably more clearing in the park.

      The following agreements were made regarding point "b" above: The OSHD will build access approaches to BLM's satisfaction at some future time, and in the meantime, a minimal construction road for riprap work on the toe of a slide will be located so that BLM could use it for park access in their development plans. The construction road would be blocked off when construction is completed and opened if BLM chooses this option. Either plan will guarantee the BLM access compatible with their future recreation plans.

      Per BLM's request, OSHD agreed to eliminate access from the south side of the new roadway.

3. "Installation of appropriate highway signs relative to the recreation site and the access thereto."

   It was agreed to sign the new roadway with appropriate warning signs approaching the recreation area and with turnoff signs naming the recreation area at the entrance roads to the park site.

   All of the signing will be done according to the Manual On Uniform Traffic Control Devices, adopted by the U. S. Department of Transportation, Federal Highway Administration, 1971.

4. "Mitigation of adverse impact of the highway fill on the availability of water for recreation site users."

   The OSHD agreed to provide a water line from the existing potable water supply to the day use area on the south side of the river, either by our own forces or under separate contract. This will eliminate any impact of the highway fill on the water supply.

   The plans and method of installation will be submitted to the District Manager, Coos Bay, for approval prior to installation.

5. The fifth point concerns the matter of replacement lands.

   The Oregon Highway Division will acquire parcels of land adjacent to the river at the east and the west ends (contiguous to) the park. These lands will be available to the Bureau of Land Management for future needs in terms of access for park development and will be preserved in public ownership for recreation use.

   Both the Bureau of Land Management and the Oregon Highway Division have explored the possibility of transferring title of these lands to BLM, and neither agency finds it desirable to do so.

   The commitment of the OSHD to buy these parcels of land and guarantee BLM right to use and access, in fact, enlarges the park, provides for BLM access, and preserves a greater portion of riverbank for recreation use. This is felt by both agencies to be the most acceptable method of replacing those park lands committed to highway construction.

   The item of guarantee of access also relates back to issue #2, parts "a" and "b" of this memo.

Conclusion--

The draft of this memo has been reviewed by both agencies. It will be used, as appropriate, as a document of understanding between BLM and OSHD for contract and specification preparation, right-of-way application, and agreements necessary to reach the contract stage for this project.

GAP:sz

cc: John W. Warner, BLM, Coos Bay
John Evans, BLM, Portland

bc: Glen L. Green-FHWA
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
Victor D. Wolfe
George Wills
J. H. Versteeg
J. B. Boyd
Frank Terpin
Roy Olson
A. Shirley, Jr.
J. X. Wilson
Eb Engelmann

8310

DEPARTMENT OF FISH AND WILDLIFE

ROBERT W. STRAUB
GOVERNOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

August 6, 1975

Mr. R. L. Schroeder
Assistant State Highway Engineer
Department of Transportation
140 Highway Building
Salem, Oregon 97310

Dear Mr. Schroeder:

FHWA-OR-EIS-74-04-F

We have reviewed your final Environmental Impact Statement for proposed improvement of the Slater Creek to Mystic Creek section of State Highway 42 in Douglas County. It is our opinion the statement adequately covers environmental impacts of the project as best they can be determined without further extensive study.

Construction activities in and adjacent to the Coquille River that will impact water quality, hydraulic characteristics of the river, aquatic and wildlife habitat are our primary concerns with undertaking and completion of this project.

Our department anticipates working closely with representatives of the Highway Division through the Division of State Lands fill and material removal permit process so that we may review, comment, and offer suggestions to reduce adverse impact of specific project features such as the channel change, design and construction of spoil sites, placement of riprap, removal of riparian vegetation and other aspects covered in the EIS.

Sincerely,

Ronald W. Hasselman

RONALD W. HASSELMAN, ASSISTANT
WATER RESOURCES ANALYST

cy Potter
8 8 75

REVIEWED

#3.31C

35

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 4, 1975

FILE:

FROM: Lyle K. Watson
Design Team Supervisor

TO: MEMORANDUM TO THE FILES

SUBJECT: Slater Creek-Mystic Creek Sec.
Coos Bay-Roseburg Highway
Douglas County

1 Versteeg ✓
2 A. Olson
3 Terpin
Scott
Swenson
R. Olson
Trout

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A review of the proposed extension of the climbing lane from Station 1375± to Station 1463± was held with Region 3 on July 29, 1975. Al Bates reviewed his proposal to widen for the climbing lane on the right. It was agreed that this proposal was workable and Final Design would proceed to prepare plans accordingly. When the details of fill slopes adjacent to the river are worked out, George Wills will arrange a meeting with the Wildlife Commission for their approval and recommendations.

Methods of stabilizing the slide area, Station 1448 to Station 1452, were discussed. No conclusions or consensus of thought was reached.

It was agreed that 1-1/2:1 slopes could be used at bin wall locations to reduce the height and length of the bin wall or to eliminate the need for one.

It was also agreed that in order to use the sandstone cuts on the project, selected rock embankment and selected rock inlays could be used in those areas where riprap or rock inlays are normally required.

The gabion wall, right of Station 1326± to Station 1329± was discussed with Al Bates. The wall will be placed at the roadway level. This will make it easier to construct the wall and reduce the length.

The stabilization of the existing slide area right of 1305+50 to 1313+50 was discussed. Embankment foundation excavation of this area will be made to a point approximately in the middle of the right driving lane. Backfill will be a selected rock embankment to 10 feet above high water and a selected rock inlay to the top of the embankment slope.

Embankment foundation excavation was requested by Al Bates in the areas where the roadway changes from excavation to embankment. Excavation of 3' depth and approximately 50 to 100 feet back into cut area was recommended.

Al Bates questions the elimination of the gabion wall on riprap at the approach span on the left of the structure at Station 1380± by being replaced with a concrete wall due to questioned foundation. This was referred to the Bridge Section and they will review with Al Bates.

LKW:jh

cc: A. Shirley, George Wills, Al Bates, Norman Mann, Len Wallace, C. G. Swenson, Fred Yarbrough

8 31c

DOUGLAS COUNTY

BOARD OF COMMISSIONERS

RAY E. DOERNER L. W. MICHAELS JOHN T. TRUETT

COURTHOUSE ROSEBURG, OR 97470 503/672-3311

July 23, 1975

President's Council on Environmental Quality
722 Jackson Place, N.W.
Washington, D.C. 20006

Dear Sirs:

We have reviewed the "Environmental Impact Statement - Slater Creek-Mystic Creek Coos Bay-Roseburg Highway 42 Douglas County."

Is is our opinion that not only will a very hazardous stretch of highway be improved and be a much safer road for the public but also the environment will actually be improved over what is presently a very poor road.

The project has our unqualified approval.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS
OF DOUGLAS COUNTY, OREGON

/s/ L.W. Michaels

/s/ Ray E. Doerner

/s/ John T. Truett

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1-28
FOR
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Copies To Rulien Potter
7-25-75

RECEIVED
JUL 24 1975
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

310

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 22, 1975

FILE:

FROM: Lyle K. Watson
Design Team Supervisor

TO: MEMO TO THE FILES

SUBJECT: Slater Creek-Mystic Creek
Coos Bay-Roseburg Highway
Douglas County

NOTED
E. S. HUNTER

Instructions were received July 17, 1975 from Victor D. Wolfe that the following revisions of the typical sections are to be incorporated into the final plans.

1. Ditch section added with 4:1 slopes and 2 feet wide.

2. Extend climbing lane back from Station 1347± to Station 1332± and ahead from 1375± to 1462+93±. Structure at Station 1380± will require widening for climbing lane.

3. Shoulder widening from 4 feet to 8 feet in cut from Station 1388± to 1397±.

4. Review for possible grade raise to eliminate excess excavation.

LKW:we
cc: E. S. Hunter
L. W. Rullen
W. J. Hart
V. D. Wolfe
J. B. Boyd
Alfred Shirley
C. G. Swenson
G. A. Potter

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FOR
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#8310

Salem, Oregon
July 21, 1975

Frank E. Terpin
Final Design Engineer

F.E.T.

L. L. Wallace
Bridge Design Engineer

Slater Creek-Mystic Creek Section
Coos Bay-Roseburg Highway
Douglas County

It has been decided to add a climbing lane to the project. Therefore, it will be necessary to design the structure at Station 1380 to provide for the extra width. The roadway width will be 48 feet; an 8 foot shoulder, three 12 foot lanes and a 4 foot shoulder.

FET:we
cc: Victor D. Wolfe
Lyle K. Watson

/ Verstoeg ✓
A. Olson
Terpin
Scott
Svensen
R. Olson
Trout

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JUL 22 1975
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File Brs. 9310 and 9311

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 21, 1975

F. S. HUNTER

Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

Dear Mr. Green:

Middle Fork Coquille River Bridge
Slater Cr.-Mystic Cr. Section

Here are two prints each of Drawings 30720 and 30721, which are the revised preliminary plan and elevations for the subject structures. The preliminary plan and elevation prints submitted with our letter of July 15, 1975 are void and should be discarded.

Both preliminaries have been revised to meet the foundation recommendations and Bridge No. 9311 has been widened eight feet to accommodate a passing lane. The estimated cost of this structure has been increased from $330,000 to $373,000.

Two sets of the foundation reports for each structure are also included.

Very truly yours,

Walter J. Hart
Bridge Engineer
By

L. L. Wallace
Bridge Design Engineer

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FOR
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PMO/ag
Encl.
cc E. S. Hunter
L. W. Rutten
C. T. Keasey
V. E. Skoog
A. Shirley w/2 prints of Dwgs. 30720 and 30721

8310

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

BR 9310 and 9311

July 15, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

RECEIVED
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JUL 15 '75
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FOR
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Dear Mr. Green:

Middle Fk. Coquille River Bridge
Bridges 9310 and 9311
Slater Cr.-Mystic Cr. Section
Coos Bay-Roseburg Highway

Enclosed are two prints each of drawings 30720, 30721, 30026, and 30027, which are the preliminary plan and elevations and the vicinity maps for the subject structures. Also enclosed are two copies of the hydraulic reports. The foundation data sheets and recommendations are not completed but will be forwarded as soon as they are available.

This section is scheduled for the September 25, 1975 bid letting.

The widths, elevations, and alignment are in accordance with the standards set up for this project.

Precast, prestressed beam construction was chosen as the most economical construction for these sites. It also eliminates the need for falsework in the river lessening the environmental impact of construction.

The following is a summary of alternate cost estimates for the structure.

Bridge No. 9310

1. Type IV Prestressed Beams - $420,000.
   Based upon estimated quantities and includes 20% E & C.
2. CIP Conventional Box Girder - $600,000.
   Based upon cost per sq. ft. and includes 40% E & C.

Bridge No. 9311

1. Type III Prestressed Beams - $330,000.
   Based upon estimated quantities and includes 20% E & C.

2. CIP Conventional Box Girder - $500,000.
   Based upon cost per sq. ft. and includes 40% E & C.

Traffic will use the existing highway at each of these sites so detour structures will not be needed.

This submittal is being made for your approval.

Very truly yours,

ORIGINAL SIGNED

WALTER J. HART

Walter J. Hart
Bridge Engineer

PMO:dh
Enclosures

cc E. S. Hunter
L. W. Rulien
C. T. Keasey
V. E. Skoog
Alfred Shirley /w/ 2 prints of Dwg. 30720 and 30721
J. Chidsey /w/ 1 print of Dwg. 30720 and 30721

8310

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project F-DP-29(20)
Slater Creek-Mystic Creek Section
Final Environmental Impact Statement

DATE: July 14, 1975

In reply refer to: 1041EC.3

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The final EIS was accepted by our Regional Administrator on July 10, 1975 and forwarded the approved copy to CEQ on the same date.

Please make copies of this final statement available as required by FHPM 7-7-2 and forward this office such notice of availability so that date project can be advanced can be established.

The original signed copy of the title sheet has been forwarded direct to your Environmental Section for immediate processing.

The following memorandums are to be included in the distribution of the final EIS:

1. September 5, 1974 - Office of Secretary of Transportation (TES) to G. L. Green
2. April 8, 1975 - (BLM) District Manager Coos Bay to (BLM) State Director
3. June 17, 1975 - F. B. Klaboe (OSHD) to G. L. Green

G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)

NOTED
R. L. SCHROEDER

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JUL 16 1975

RECEIVED
STATE HWY ENGR
JUL 15 '75
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7-10-75

FHWA-OR-EIS-74-04-F

Slater Creek-Mystic Creek Section
State Highway 42 (Coos Bay-Roseburg)
Douglas County, Oregon

ADMINISTRATIVE ACTION

FINAL
ENVIROMENTAL IMPACT STATEMENT

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
and
Oregon State Highway Division

Submitted pursuant to 42 U.S.C. 4332(2)(C),
23 U.S.C. 128(a) and 49 U.S.C. 1653(f)
and 16 U.S.C. 470(f).

4/23/75
Date

R. J. Schaefer
Assistant State Highway Engineer

7/10/75
Date

for Richard C. Gradley
Region Administrator, FHWA

#8310

35

Salem, Oregon
June 27, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48362 - Looney et al
Slater Creek - Mystic Creek Section
Coos Bay - Roseburg Highway
Douglas County

Attached is a description and an authorization for Right of Way on the subject section. This description, revised File 47008 which was resubmitted to your office today and File 48361 (B.L.M.) completes the description requirements for this project.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 26, 1975

To: Victor D. Wolfe
Location Engineer
Highway Building

SUBJECT: Slater Creek-Mystic Creek Section
Coos Bay-Roseburg Highway
Douglas County
Review of Earthwork Design

A review of the soils and geology information and proposed earthwork construction for the subject section has been completed.

Throughout the section, the earth formation consists of none to about 30-feet maximum depth of overburden and below that, alternating layers of siltstone and sandstone. The siltstone is very thin bedded. The sandstone layers occur from inches to about 10-feet maximum thickness. A mixture of soil, rock, and some boulders derived from weathering and erosion of the slopes above is the composition of the overburden.

The north side of the canyon is particularly steep, averaging steeper than 2 1/2 to 1 to the top of the ridge, which is 3/4 of a mile back.

Existing slides and potential slides are in the overburden layer. It tends to creep noticeably because of the steepness, the high quantity of storm water flowing downslope, the unstable characteristic of a soil and rock mixture, and the erosion of the toe of the slope by the river. This condition is the justification for the considerable rock inlay construction needed on the section.

Some new unstable spots may be triggered during construction, and even after, which may require inlays to stabilize. No major slides are likely to develop in the siltstone and sandstone layers.

More than 30 stations of new line will be under new cut slopes that will be steeper and higher than existing; will be 1:1 or steeper, and 50 to 180-feet high. Raveling will persist on slopes which are 1:1 and steeper, as described in the Region Geologist's report. At the site it is obvious that some of the ravel material will be rocks and boulders.

Offsetting the effect of higher and steeper slopes in the new construction will be about 10-feet more width than now existing to the toe of the cut slope from the travel lane. Nevertheless, some rocks will be in and across the travel lanes from the finished slopes. How many is uncertain because the degree of raveling cannot be assessed until the slopes are exposed. Near (70' high x 10' wide x 3000' long x 1/27) = 70,000 cubic yards more excess excavation would be created to make ten more feet of fallout width

through the 30-odd stations. This estimate illustrates the magnitude of effort required to improve the condition and is not offered as a recommendation for safely limiting rocks in the road.

Specifications for fill construction on this section should be made clear that lift thickness permitted will not be more than 8-inches unless the rocky material to be used in a 3-foot layer is relatively free of dirt. Rock material in which the voids are completely choked with fines cannot be sufficiently compacted in a 3-foot thickness to make a stable fill.

Some of the sandstone layers will probably break out in large chunks. These may be disposed of in the outer ten feet of the fill slope with other relatively clean rockfill. Separation of earthfill and rockfill must also be observed in the downhill half of the waste fills if stability of the slope is of consequence, as it is along the river bank.

F. W. Yarbrough
Soils & Geology Engineer

FWY:af

cc: J. H. Versteeg
L. Watson
A. Shirley
E. Parker
A. Bates

1 Versteeg ✓
R. Olson
Terpin
Scott
3 Swenson
R. Olson
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Salem, Oregon
June 25, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

Slater Creek - Mystic Creek Section
Coos Bay - Roseburg Highway
Douglas County

Attached are 9 Files (12 parcels) and an authorization covering our Right of Way requirements from Station 1295 to the end of the project at Station 1462.

The balance of the Files (3) will be submitted as soon as the field transmits the data for a line change from the beginning of the project at Station 1240 to Station 1295. The line change affects the first area of B.L.M. property and also revised File 47008.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

JUN 19 1975

IN REPLY REFER TO: HEV-11
Oregon
SR-42

Mr. C. W. Heckard
Secretary
East-West Highway Committee
P. O. Box 210
Coos Bay, Oregon 97420

NOTED
F. B. KLARICH

Dear Mr. Heckard:

Your May 22 letter requested information on the review process and time schedule for the Oregon environmental impact/Section 4(f) statement (74-04) for State Route 42, Slater Creek to Mystic Creek. This project involves the use of land from a public recreation area, therefore requiring the Federal Highway Administrator, under the 1966 DOT Act, to determine that there is no feasible and prudent alternative to the use of such land. The statement is under review by the various offices of the Department of Transportation. It is being reviewed for substance and legal sufficiency. Since Section 4(f) requires a specific determination relative to other alternatives, statements including the use of "parklands" require additional time.

We anticipate the review and Section 4(f) determination will be completed within the next 30 days which will allow a decision to be made relative to the adequacy of the EIS and feasibility of alternatives to the use of parklands.

If I can be of further service, please let me know.

Sincerely yours,

Michael Lash, Director
Office of Environmental Policy

RECEIVED
STATE HWY ENGR
JUN 24 '75
REFER TO
FOR
Info | Inves | R/D | D-R | Sign | Act | File

EAST-WEST HIGHWAY COMMITTEE

P. O. Box 210
Coos Bay, Oregon 97420
267-6519

Mike

May 22, 1975

Mr. Michael Lash, Director
Office of Environmental Policy
Federal Highway Administration
Department of Transportation
Washington, D.C. 20590

Dear Mr. Lash:

We understand that the Envinronmental Impact Statment for the Slater Creek-Mystic Creek Section of Highway 42 has been sent to your office. This section of highway is in our area and we are interested in seeing it completed.

At this time we would like to know the process and the time schedule for approval of this project as it goes through your office.

Sincerely,

C. W. Heckard

C. W. Heckard
Secretary

CWH/slr

8310

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

June 11, 1975

Salem, Oregon

FILE:

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: Slater Creek-Mystic Creek
Coos Bay-Roseburg Highway
Douglas County

TO: MEMO TO THE FILES

NOTED
E. S. HUNTER

Instructions were received from Mr. George Wills on Friday, June 6, 1975 that a climbing lane will not be constructed from Station 1372± to Station 1440± on the named section.

LKW:we
cc: E. S. Hunter
V. D. Wolfe
Alfred Shirley

RECEIVED
JUN 12 1975.
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8310

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE June 4, 1975

TO Memo to the Files

FROM E. S. Hunter
Assistant State Highway Engineer

SUBJECT Slater Creek-Mystic Creek Project

It is necessary to contract the Slater Creek-Mystic Creek Project as soon as possible.

In order to expedite the contracting date, it will be necessary to write right-of-way descriptions and prepare plans and specifications with State funds until such time as the environmental impact statement is approved and design approval granted by the Transportation Commission and FHWA.

Please do everything possible to expedite this project as we discussed and in accordance with the following schedule:

1. Complete right-of-way descriptions by July 1.
2. Complete plans and specifications by September 1.
3. Begin right-of-way purchase as soon as possible and complete by October 1.
4. Advertise the project during the month of October.

ESH:js

cc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
Gary Potter
J. B. Boyd
Bud Shirley

#8310

35

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

April 30, 1975

Salem 97310

DATE April 30, 1975

TO James H. Versteeg
Road Design Engineer

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT ACCESS POINTS
Slater Cr.-Mystic Cr. Section
Coos Bay-Roseburg Highway
Douglas County

Attached is a copy of a list of road approach locations which will be the basis for appraisal and negotiation on the subject project. This list is being forwarded for whatever use it might be. We will attempt to translate the list into actuality by option agreements.

You will still receive the usual E-300 Form covering option obligations, and any variance from the attached list will appear on the form.

JRO:ha
attachment

1 Versteeg ✓
A. Olson
Copy Terpin
Scott
Copy Swenson
R. Olson
Trout

RECEIVED
APR 30 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

Slater Cr.-Mystic Cr. Section
Coos Bay-Roseburg Highway
Douglas County

ACCESS LIST

Owner	Station	Side	R/A	Top Surf.	Type	Constructed By
BLM	L4 1265+40	R	35'	16'	*	State
Longview Fibre Co.	L4 1271+60	R	35'	16'	*	State
Longview Fibre Co.	L4 1280+98	L	35'	16'	*	State
Looney	L4 1281+70	R	35'	16'	*	State
Looney	L4 1287+60	L	35'	16'	*	State
~~Looney~~	~~L4 1289+60~~	~~L~~	~~35'~~	~~16'~~	~~*~~	~~State~~
Looney	L3 ~~1302+00~~ 1301+10	L	35'	16'	*	State
Looney (Button)	L3 1307+15	R	35'	16'	*	State
Looney	L3 1307+20	L	35'	16'	*	State
Georgia Pacific	L3 1309+90	R	35'	16'	*	State
Looney	L5 1321+55	L	35'	16'	*	State
Georgia Pacific	L5 1332+70	R	35'	16'	*	State
BLM	L5 1353+50	R	35'	16'	*	State
Prestidge	L5 1377+50	R	35'	16'	*	State
Flaherty	L5 1385+~~40~~ 60	R	35'	16'	*	State
Longview Fibre Co.	L5 1417+90	R	35'	16'	*	State
Standley	L5 1419+75	L	35'	16'	*	State
C & D Lumber Co.	L5 1445+~~85~~ 70	L	35'	16'	*	State
BLM	L5 1463+50	R	35'	16'	*	State

* AC first 40' then crushed rock.

Approved by J. H. Wuetig
~~Construction Engineer~~
Road Design Engineer

Approved by Otto O'Neil
Asst. Right of Way Engineer

Approved by E. T. Curtis

Submitted by F. M. Loath
Liaison Agent

Recommended by Alfred W. Yates
Locating Engineer

Approved by J. X. Williams

Slater Cr.-Mystic Cr. Section
Coos Bay-Roseburg Highway
Douglas County

ACCESS LIST

Owner	Station	Side	R/A	Top Surf.	Type	Constructed By
BLM	L4 1265+40	R	35'	16'	*	State
Longview Fibre Co.	L4 1271+60	R	35'	16'	*	State
Longview Fibre Co.	L4 1280+98	L	35'	16'	*	State
Looney	L4 1281+70	R	35'	16'	*	State
Looney	L4 1287+60	L	35'	16'	*	State
~~Looney~~	~~L4 1289+60~~	~~L~~	~~35'~~	~~16'~~	~~*~~	~~State~~
Looney	L3 ~~1302+00~~ 1301+10	L	35'	16'	*	State
Looney (Button)	L3 1307+15	R	35'	16'	*	State
Looney	L3 1307+20	L	35'	16'	*	State
Georgia Pacific	L3 1309+90	R	35'	16'	*	State
Looney	L5 1321+55	L	35'	16'	*	State
Georgia Pacific	L5 1332+70	R	35'	16'	*	State
BLM	L5 1353+50	R	35'	16'	*	State
Prestidge	L5 1377+50	R	35'	16'	*	State
Flaherty	L5 1385+~~40~~ 60	R	35'	16'	*	State
Longview Fibre Co.	L5 1417+90	R	35'	16'	*	State
Standley	L5 1419+75	L	35'	16'	*	State
C & D Lumber Co.	L5 1445+~~85~~ 70	L	35'	16'	*	State
BLM	L5 1463+50	R	35'	16'	*	State

* AC first 40' then crushed rock.

Approved by J H Wentling
~~Construction Engineer~~
Road Design Engineer

Approved by Wm M Cox
Asst. Right of Way Engineer

Approved by E V Smith

Submitted by F. M. North
Liaison Agent

Recommended by Alfred W Yates
Locating Engineer

Approved by I X Wilson

DATE: April 23, 1975

TO: Glen L. Green, Division Engineer
Federal Highway Administration

FROM: F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT: Final Environmental Statement/Section 4(f)
Determination, Slater Creek-Mystic Creek
Section, Coos Bay-Roseburg Highway

Enclosed are twenty copies of the Final Environmental Statement/ Section 4(f) Determination for the Slater Creek-Mystic Creek Section of the Coos Bay-Roseburg Highway, Douglas County, Oregon.

As you are aware, considerable difficulty has been experienced due to the Department of the Interior's finding that the 4(f) Determination was not adequate to support the use of the park lands. Since that time, Highway Division engineering and environmental personnel have met in two extensive meetings with the Coos Bay District Bureau of Land Management staff to carefully review all previous objections, review the draft of the final EIS/4(f) Determination, and to review the location as established on the physical site.

The Environmental Impact Statement has been carefully reworked, and the alternate corridor reconnaissance studies for completely avoiding the park have been completed. In summary, it is not economically practical nor environmentally sound to completely avoid the Bear Creek Recreation Area. The EIS presents those findings.

Several alternatives through the park were very carefully reviewed with BLM personnel, and the selected alternative is judged by both our agencies to be the best compromise from an engineering, economic and recreational standpoint.

The preliminary design details and access to the park have been reviewed with BLM personnel, and such coordination will continue throughout final design and construction. We plan to monitor very closely all construction operations.

In conclusion, I submit that we have exhausted every avenue in our search for alternatives and the alternative selected represents the only one that is reasonable and prudent.

Attached is correspondence from the local Bureau of Land Management office supporting our conclusions and dealing with the previous objections to this project. While I recognize this is not binding on the U. S. Department of the Interior, I submit it as evidence of the continued coordination between our respective agencies on this project.

Please forward this information with the subject environmental statement through the approval process.

Your efforts to expedite the project will be appreciated.

Enclosures

cc: Oregon Congressional Delegation
The Honorable Jack Ripper
The Honorable Bill Grannell
The Honorable Ed Stevenson
The Honorable Richard Bonebrake
C. W. Heckard, East-West Highway Committee
A. J. Kuhn, Coos, Curry, Douglas Economic Dev. Assn.

bc: A. E. Johnson
R. L. Schroeder
E. S. Hunter
Dave Talbot
L. W. Rullen
J. H. Versteeg
Victor D. Wolfe
Gary A. Potter
Alfred Shirley, Jr.

GAP:sz srb

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Coos Bay District Office
P. O. Box 1139
Coos Bay, OR 97420

George Donnak.
Forest K.

IN REPLY REFER TO:
1792
Bear Creek
Recreation Site

Date: APR 8 1975

To : State Director

FROM : District Manager, Coos Bay

SUBJECT : Meeting with State Highway Environmental Section Concerning Slater Creek-Mystic Creek Section State Highway 42 (Coos Bay-Roseburg), Douglas County, Oregon, Draft of Final Environmental Impact Statement

At the request of the Environmental Section, State Highway Division, Department of Transportation, State of Oregon, a meeting was set up for March 17th and 18th, to review the Highway Division's responses to Department of Interior's comments to the subject Environmental Impact Statement. The purpose of this meeting was to determine the suitability of the Statement in its revised form. We were satisfied that the Statement covered the subject adequately.

In attendance for the State of Oregon Highway Division were the Senior Project Manager, the local Field Engineer, the Regional Construction Engineer, the Regional Environmentalist, and an Assistant Project Manager, responsible for writing the Environmental Statement. In attendance for the Bureau of Land Management were the District Wildlife & Recreation Specialist, Myrtlewood Area Manager, District Engineer, District Soil Scientist and the District Fisheries Biologist.

The responses to each of the Interior Department's comments were thoroughly discussed and explained by the Highway Department. In addition, an on-the-ground review of alternatives No. 1 through 5 where they pass through or around the Bear Creek Recreation Site were viewed. The following are the conclusions of the District team reviewing the revised statement, and responses to Department comments.

Comment No. 1 - The 4(f) determination has been rewritten. We believe it now adequately explains the need and feasibility for the use of parklands or recreation lands for the construction of the highway.

Comment No. 2 - The statement on pages 2 and 3, with regard to the Coos Bay Wagon Road transportation corridor is essentially true. There are only two feasible routes to the interior valleys of southwestern Oregon---the Coos Bay Wagon Road and Highway 42 corridors. From knowledge of both routes, we are convinced that only one, Highway 42, is suitable, practical, prudent and reasonably feasible for the construction of a transportation corridor between Coos Bay and Roseburg.

We therefore concur with the Highway Division conclusion that Highway 42 corridor is the better of the two alternatives.

Comment No. 3 - Two additional alternate routes are discussed in the revised EIS---Alternates 4 and 5. Both of these alternates are located in areas which will avoid contact with the Bear Creek Recreation Site withdrawal. The text of the revised EIS adequately covers these alternatives and the reasons for discarding them in favor of alternate No. 1.

Comment No. 4 - The revised EIS and the Section 4(f) determination address the problem of maintaining access to the presently developed Bear Creek Recreation Site; however, access to the south portion adjacent to the proposed new highway location is not adequately covered. It is our belief that the new highway location will enhance recreation opportunities on the south side which is not now readily accessible to the developed Park area.

We have discussed with the Highway Division engineers, and others, the feasibility of providing access to the south side area. They agree with us that it would be desirable to construct access during the relocation construction program. They have expressed a willingness to work directly with us in the location and design of adequate access to undeveloped portions of Bear Creek Recreation Site of the Middle Fork of the Coquille River.

The specifics of location and construction of southside access should be left to the Highway Engineers; however, we have suggested that a pull-through or pass-through type of access be provided to an 8-acre bench which lies between the new highway location and the Middle Fork of the Coquille River near the east end of the Bear Creek Recreation Site withdrawal. We found this site suitable for camper units and picnicking, if suitable access is provided during road construction.

Comment No. 5 - We are satisfied that the considerations regarding fish and aquatic life have been adequately covered in this revised statement. In-channel work has been fully covered and satisfies our Fisheries Biologist. The impacts to aquatic life have been expanded and meet with the approval of our Fisheries Biologist.

Comment No. 6 - We feel that the stream flow data (as now stated in the revised EIS) adequately reflect conditions through the project area.

Comment No. 7 - The inconsistensies regarding discharge have been corrected and updated to the most recent stream flow data.

Comment No. 8 - We are satisfied with the discussion of the alternative No. 2. Alternative No. 2 is a design alternative which was ruled out due to encroachment on the Bear Creek developed park area, and the river channel.

Comment No. 9 - We are satisfied with the Highway Division's response to this comment. Alternate No. 3 is an unacceptable alternative route. On its west end it traverses an extensive area of unstable slopes subject to mass movement, if disturbed through highway construction.

Comment No. 10 - We are satisfied with the Highway Division's response to comment No. 10. The waste areas designated as marshes are in fact, not marshes, but areas of seasonal high water table.

Comment No. 11 - We have no reason to believe that the noise level will be in excess of Federal Highway Administration standards. This point is treated to our satisfaction in the statement, and the response to comment No. 11.

Comment No. 12 - We believe the statement adequately covers this point. The State of Oregon has indicated that waste area design, grading, seeding and planting will be under State control and subject to State approval where certain flexibility is permitted by the construction contract.

Ernest Bach

Enclosure:
Draft of Final EIS

cc: Mr. Gary A. Potter
Manager, Environmental Section
Oregon Highway Division
Department of Transportation
State Highway Building
Salem, OR 97310

JWWarner:csmith
4-1-75

cc: R.L. Schroeder
Victor O. Wolfe
Gary
George
Newt
Linda
Donna K.

8310

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 18, 1975

RECEIVED
STATE HWY ENG.
APR 21 '75
REFER TO
FOR
Lab. Inves. R/D D/R Sign Act

Mr. Bob Cook
Bureau of Land Management
333 South 4th Street
P.O. Box 1139
Coos Bay, Oregon 97420

NOTED
L. JOHNS

Dear Mr. Cook:

We have contacted the Bureau of Land Management office in Portland regarding this project. This project is the Slater Creek-Mystic Creek Section of the Coos Bay-Roseburg Highway and we are trying to expedite our actions on this route. We request that you review the preliminary right of way plan. Three parcels which the Bureau of Land Management owns are colored in red. I am including two sets of plans in the possibility that this project is also partially in the Roseburg district. The boundary line is difficult for us to ascertain. We believe that the entire project is in your area, but we would appreciate expeditious transfer of any portion that is in the Roseburg district to them. We have discussed this with your office in Portland and they believe this is the best way to handle this problem prior to our formal application.

Thank you for any assistance you may give us in expediting the project.

Very truly yours,

J. B. Boyd
Right of Way Engineer

JBB:jk
cc: Harold Berends
F. B. Klaboe ✓
R. L. Schroeder
Victor Wolfe
Alfred Shirley
Virgil Wilson

NOTED
MARIL STEPHENS

8310

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 2, 1975

To: MEMO TO FILE

SUBJECT: Slater Creek-Mystic Creek Section
Coos Bay-Roseburg Highway
Douglas County

NOTED
E. S. HUNTER

Three design alternatives have been studied through the Bear Creek Park, Alternate 1 (L5), Alternate 2 (L), and Alternate 3.

All three alternates appeared to be feasible from the standpoint of topography; however, the geology between L5 Stations 1355 and 1361 was not considered when alignment for Alternate 3 was projected. Al Bates, Resident Engineer, reported that at the time the L5 line was established he and Rod Halter, Geologist, examined the geology and determined that this area appeared to be stable, but that the incipient slide area starting about L5 Station 1347 did extend beyond L5 Station 1355 and was overriding a stable zone below elevation 760, more or less. They determined a line location and grade elevation they believed would not upset the balance of the incipient slide mass above and adjacent to L5 Stations 1355 to 1361 which is represented by Alternate 1 (L5).

Alternate 1 (L5) alignment is therefore a reasonable compromise between Alternate 2 (L) which avoids the problem area and Alternate 3 which would have a major excavation in the toe area of the incipient slide situation resulting in a distinct probability of activating the slide.

Vertical alignment for Alternate 1 (L5) is not as good as Alternate 2, which is most desirable, but is somewhat better than Alternate 3. Alternate 2 has less than 4 percent gradient; Alternate 1 has approximately 16 stations of over 4 percent gradient; Alternate 3 has approximately 21 stations of over 4 percent gradient.

RECEIVED
APR 3 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Alternate 3 can be tied back to Alternate 1 immediately east and west of the park boundaries. Difference in length of line is not significant although Alternate 3 is slightly longer.

Alternate 1 (L5) is recommended as a compromise between highway needs and park needs. It allows contiguous development and use of additional area of park over Alternate 2 and does not seriously compromise the needs of the highway user.

George C. Wills
Location Field Engineer

GCW:jp
Attach
cc Gary Potter
A.F. Shirley
V.D. Wolfe
F.W. Yarbrough
E.S. Hunter
A.W. Bates

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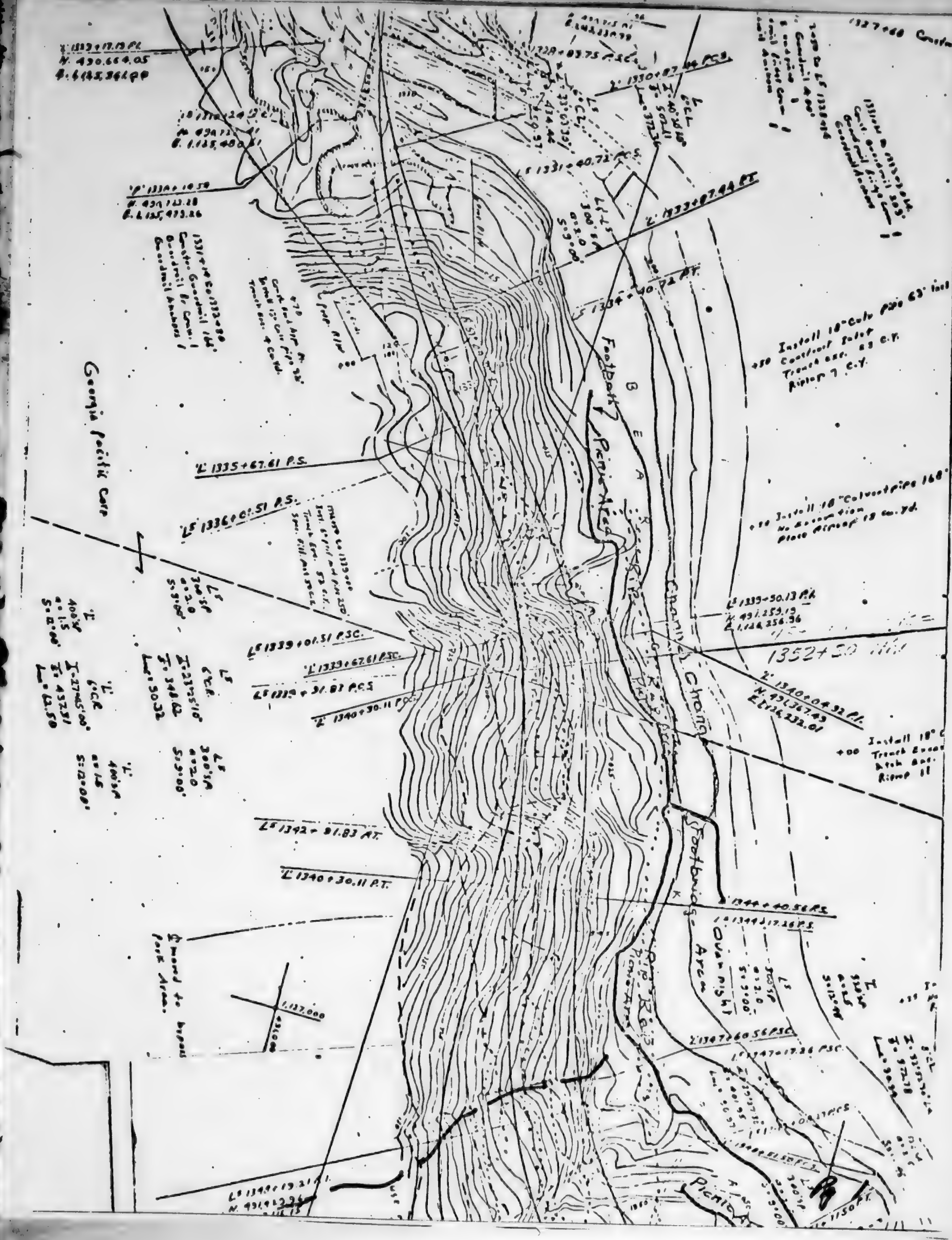
Alternate 1 (L5) is recommended as a compromise between highway needs and park needs. It allows contiguous development and use of additional area of park over Alternate 2 and does not seriously compromise the needs of the highway user.

George C. Wills
Location Field Engineer

GCW:jp
Attach
cc Gary Potter
A.F. Shirley
V.D. Wolfe
F.W. Yarbrough
E.S. Hunter
A.W. Bates


Georgia Pacific Corp
Footbridge
Picnic Area
Overlook
Footbridge
Picnic Area
Channel
Install 18" Cmp pipe 63' long
Coastwest Point
Trench exc. 83 C.Y.
Riprap 7 C.Y.
Install 18" Cmp pipe 168'
No description
Place Riprap 18 C.Y.
Install 18" C
Trench Excav
Arch Pipe
Riprap 11
Mound to bypass
Park Area.
1,137,000
13524.30

Slide Area

Overhang Area

Alt #1

Alt #2

Alt #3

Existing Trail

Existing Footpath

Existing Road

Existing Trench & Road

Install 18" Culv. Pipe

Trench Exc. 8 C.Y.

Trench Exc. 18 C.Y.

Backfill by hand

Remove & C.Y.

Install 16" Culv. Pipe

Trench Exc. 22 C.Y.

Remove 18 C.Y.

Existing Culvert (Dry)

Remove & replace existing 48" C.M.P. Culvert

Remove & replace existing 42" C.M.P. Culvert

Remove & replace existing 36" C.M.P. Culvert

Remove & replace existing 30" C.M.P. Culvert

Remove & replace existing 24" C.M.P. Culvert

Install 18" C.M.P. Culvert

Trench Exc. 25 C.Y.

Backfill by hand

Remove & C.Y.

Install 24" C.M.P. Culvert

Trench Exc. 31 C.Y.

Backfill by hand

Remove & C.Y.

Install 30" C.M.P. Culvert

Trench Exc. 38 C.Y.

Backfill by hand

Remove & C.Y.

Install 36" C.M.P. Culvert

Trench Exc. 46 C.Y.

Backfill by hand

Remove & C.Y.

Install 42" C.M.P. Culvert

Trench Exc. 55 C.Y.

Backfill by hand

Remove & C.Y.

Install 48" C.M.P. Culvert

Trench Exc. 66 C.Y.

Backfill by hand

Remove & C.Y.

Remove & replace existing 18" C.M.P. Culvert

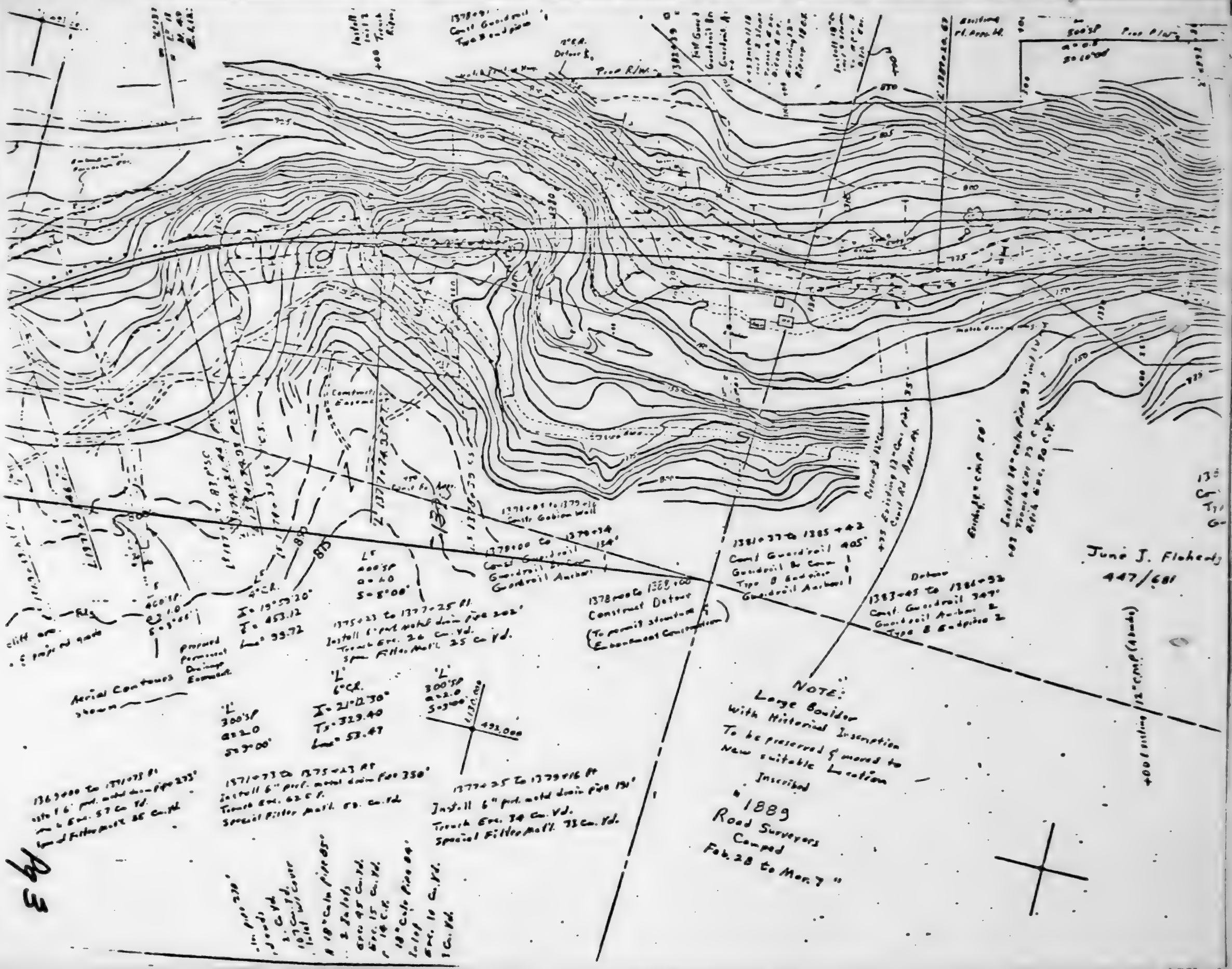
Remove & replace existing 24" C.M.P. Culvert

Remove & replace existing 30" C.M.P. Culvert

Remove & replace existing 36" C.M.P. Culvert

Remove & replace existing 42" C.M.P. Culvert

Remove & replace existing


Pecos R/W
Detour
1378+00 to 1388+00
Construct Detour
(To permit alteration & Embankment Construction)
1381+37 to 1385+42
Cont Guardrail 405'
Guardrail to Conc Type B Endpiece
Guardrail Anchor
Detour
1383+05 to 1386+32
Cont. Guardrail 347'
Guardrail Anchor
Type B Endpiece
June J. Flaherty
447/681
NOTE:
Large Boulder
With Historical Inscription
To be preserved & moved to
New suitable Location
Inscribed
1889
Road Surveyors
Camped
Feb 28 to Mar 7
Aerial Contours shown
Proposed Permanent Drainage Easement
'L' 300'SP a=2.0 S=3°00'
'L' 6°Ck. I=21°12'30" Ts=329.40 Lc=653.47
'L' 300'SP a=2.0 S=3°00'
'L' 400'SP a=4.0 S=8°00'
'L' 4°Ck. I=19°59'20" I=453.12 Lc=39.72
1375+23 to 1377+25 Rt.
Install 6" perf. metal drain pipe 202'
Trench Exc. 24 Cu. Yd.
Special Filter Matl. 25 Cu. Yd.
1377+73 to 1375+43 Rt
Install 6" perf. metal drain Pipe 350'
Trench Exc. 62 C.Y.
Special Filter Matl. 69. Cu. Yd.
1379+25 to 1379+16 Rt
Install 6" perf. metal drain pipe 191'
Trench Exc. 34 Cu. Yd.
Special Filter Matl. 33 Cu. Yd.
493.000
1377.08
1379+00 to 1379+34
Cont. Guardrail
Guardrail Anchor
Install 6" perf. metal drain pipe
Trench Exc.
Special Filter Matl.
Cont. Guardrail
Guardrail Anchor
Cont. Guardrail
Guardrail Anchor
Cont. Guardrail
Guardrail Anchor

Klaboe

Donald Bentz, Director of Public Works, Roseburg
Douglas County Board of Commissioners, Attn: Larry Michaels
Coos County Board of Commissioners, Attn: Woodrow Robison
Dale Ennor, City Manager, Winston
James Howe, City Manager, Myrtle Point
Robert Bryan, Mayor, Coquille
Richard Kahanek, City Manager, Coos Bay
Alfred Roth, City Manager, North Bend

March 27, 1975

NOTED
E. S. HUNTER
NOTED
F. B. KLABOE

This office sent two recent letters dated March 17 and 18, 1975, concerning the East-West Highway Committee's priority list for construction projects on ORE42. Each governmental agency was asked to review the six projects prioritized in the preferred order of construction by the Committee.

The first list of projects was presented in an incorrect order. Unfortunately, the letter sent the following day was again in error. Below are the six projects in their proper priority order as established by the East-West Highway Committee which we ask once again for you to review and send your comments:

1. Slater Creek-Mystic Creek
2. Mystic Creek-Camas Valley
3. Remote Section
4. Camas Valley-Muns Creek
5. China Camp Marsh-Coquille
6. Muns Creek-Winston

The Slater Creek-Mystic Creek and the Remote Section projects have had more field work completed than the balance of the projects, making them more suitable for early construction as funds become available. A sketch map is enclosed for orientation with the projects marked in the same order as the Committee's priority.

RECEIVED
STATE HWY ENGR
MAR 28 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

RECEIVED
MAR 28 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt
Enclosure

cc: F. B. Klaboe - Original Memo of Feb 28 was Correct
L. W. Rulien
C. Andrew Nasburg

ROSEBURG REGION
RECEIVED
FEB 28 1975
RE | CE | TE
RUS | FSR | FILE
ENV | FAS | RBI

PLA 12-1

Roseburg, Oregon
February 28, 1975

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

GLEN L. CLARK
Regional Federal-Aid Engineer

Report of Second Meeting with
East-West Highway Committee

MEMO TO FILE

On Wednesday, February 26, 1975, as promised the subject Committee at our first meeting (held in Myrtle Point), a second meeting was held with the Committee to present the following:

1. A list of possible contract projects (to complete the reconstruction of ORE42).

2. A typical cross-section for these contracts.

3. An indication of what the Committee could reasonably expect from the Governor's accelerated maintenance program (in relation to ORE42).

Some 12 regular members of the Committee were in attendance. All of the members attending the first meeting were also in attendance at this meeting in Coos Bay at the Thunderbird Motel. Mrs. Jack Ripper (wife of Senator Ripper) also attended, as well as a representative of the Coos Bay World newspaper. Mr. Alfred Shirley, Jr., Mr. B. E. Brown and the writer represented the State.

Mr. Shirley presented the latest information available regarding the release of impounded funds by President Ford and its affect on the "circle route" of Ore42-US101-ORE38. Each member was given a colored large size bar graph (apportionment balances by major categories and graphed by percentage of apportionment obligated), along with the FY/1975 chart showing the anticipated rate of past and future obligation. In addition, a list of three projects scheduled for immediate contract letting (with an attached map) was passed to each member. These three were the Scottsburg-Golden Creek, Douglas County Line-Hauser and the Clear Lake-Coos County Line projects. A list of six ORE42 projects for future construction was handed out (attached).

This large and enthusiastic Committee was hard to communicate with. The meeting lasted two hours and there was a tendency for two or more internal conversations at one time. The impact of the financial picture presented was somewhat diluted by the Committee's own efforts to talk to U.S. and State politicians and officials on this subject prior to the meeting.

Factions of the group tried to go back in time to alleged Highway Division commitments in the 1950's to prepare projects for the reconstruction of ORE42. It was difficult for those Committee members to understand why all of the six future projects presented were not "on the shelf" status.

Chairman C. Andrew Nasburg was able to bring the Committee up to 1975 reality and was able to get a vote on prioritizing the six projects as had been requested (by the Highway Division).

The following order was voted:

1. Slater Creek-Mystic Creek.
2. Mystic Creek-Camas Valley.
3. Remote Section.
4. Camas Valley-Mums Creek.
5. China Camp Marsh-Coquille.
6. Mums Creek-Winston.

The China Camp Marsh project (No. 5) was not necessarily requested for construction but rather placed late in the program with hope that the Coquille reroute (by-pass) location could be settled prior to construction of the actual China Camp Marsh project.

The Committee had three city representatives in attendance. Mr. Shirley indicated that the Committee might handle getting all the cities and counties to concur in the Committee's prioritized project list.

There was a strong faction which thought we did not know our business in suggesting a good two-lane standard for the six future projects. Their contention was that as soon as the projects were completed, generated traffic would make the two-lane treatment obsolete. They suggested four-lane right-of-way if we insist two-lane construction is proper.

By a copy of this memo, I am asking Mr. Robert Royer to consider explanation of traffic forecasting aimed at documenting our position for presentation at forthcoming Committee meetings.

The only other major thought was that we indicated an EIS for the overall route (Roseburg to Coos Bay) should be started early.

GLC/dt
Attachments

cc: F. B. Klaboe
Robert Royer
L. W. Rulien
Gary Potter
B. E. Brown

4310

Filing #3

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

D. Bentz, PWD, Roseburg
Douglas Co. Bd. of Comm., Atten L, Michaels
Coos Co. Bd. of Comm., Atten Woodrow Robison
Dale Ennor, City Manager, Winston
James Howe, City Manager, Myrtle Point
Robert Bryan, Mayor, Coquille
Richard Kahanek, City Manager, Coos Bay
Alfred Roth, City Manager, North Bend

March 17, 1975

As you may be aware, the Region Office of the Highway Division has been meeting with the East-West Highway Committee in an effort to develop a priority list of construction projects which, if constructed, would upgrade the Coos Bay-Roseburg Highway (ORE42) to current standards. The committee has prioritized these projects in the order shown below. The idea of prioritizing is to enable the Highway Division to plan preliminary engineering in the most efficient and proper manner and to have projects ready when funds become available.

The committee has been advised that all the affected governmental units would be contacted in this regard. It was also indicated to the committee that such prioritizing was not necessarily final and could be changed in the future if all agreed.

If you would, please consider the six projects listed below and advise what changes in priorities, if any, you would make.

1. CHINA CAMP MARSH-COQUILLE SECTION

Length - 4.3 miles	
Estimated Cost:	
Grading and Paving -	$3,370,000
Structures	70,000
Right-of-way	910,000
TOTAL	$4,350,000
1973 Accident Rate	1.95 A/MVM
1973 Statewide Rate	1.78 A/MVM
1973 Average Daily Traffic	7,525

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MAR 19 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

MAR 19 1975

2. REMOTE SECTION

Length - 1.6 Miles	
Estimated Cost:	
Grading and Paving	$1,240,000
Structures	200,000
Right-of-Way	20,000
TOTAL	$1,400,000
1973 Accident Rate	4.72 A/MVM
1973 Statewide Rate	1.78 A/MVM
1973 Ave. Daily Traffic	1,450

3. SLATER CREEK-MYSTIC CREEK

Length - 4.7 miles	
Estimated Cost:	
Grading and Paving	$7,460,000
Structures	740,000
Right-of-Way	80,000
TOTAL	$8,280,000
1973 Accident Rate	0.85 A/MVM
1973 Statewide Rate	1.78 A/MVM
1973 Ave. Daily Traffic	1,425

4. MYSTIC CREEK-CAMAS VALLEY

Length - 5 miles	
Estimated Cost:	
Grading and Paving	$6,500,000
Structures	500,000
Right-of-way	350,000
TOTAL	$7,350,000
1973 Accident Rate	3.45 A/MVM
1973 Statewide Rate	1.78 A/MVM
1973 Ave. Daily Traffic	1,590

5. CAMAS VALLEY-MUNS CREEK

Length - 6.0 miles	
Estimated Cost:	
Grading and Paving	$5,200,000
Structures	400,000
Right-of-way	70,000
TOTAL	$5,670,000
1973 Accident Rate	2.23 A/MVM
1973 Statewide Rate	1.78 A/MVM
1973 Ave. Daily Traffic	2,050

6. MUNS CREEK-WINSTON
Length - 11.2 miles
Estimated Cost:

Grading and Paving	$2,600,000
Structures	350,000
Right-of-way	400,000
TOTAL	$3,350,000
1973 Accident Rate	2.98 A/MVM
1973 Statewide Rate	1.78 A/MVM
1973 Ave. Daily Traffic	2,890

If you have any questions, please contact this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

Glen L. Clark

By GLEN L. CLARK
Regional Federal Aid Engineer

GLC/cw

cc L. W. Rulien ✓
C. Andrew Nasburg

FORM 81.734.3030

35

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

January 23, 1975

FILE:

FROM: John C. Jenkins
Engineer of Materials
By
James E. Wilson, Jr.
Asst. Engineer of Materials

SUBJECT: Twelve Mile Quarry Aggregate for CTB and Asphalt Concrete; Slater Creek-Mystic Creek; Reports #74-22893 and 74-22754-6

TO: Alfred Shirley
Regional Engineer

Three samples of conglomerate gravel from Source #10-61-3 have been evaluated for use in cement treated base and asphalt concrete on the Slater Creek-Mystic Creek project. Test results indicate that a portion of the material can be used in base and pavement with some modifications of standard specification requirements.

The samples submitted for testing were 3"-¾" and ¾"-0 material quarry run through a primary crusher and scalped. Then a sample of ¾"-0 from the larger size primary crushed material was run through a secondary crusher. In addition to the testing of each sample for soundness, degradation and abrasion, the primary crushed ¾"-0 was tested for use in CTB, and the secondary crushed ¾"-0 was tested for use in asphalt concrete. The total quarry run material, crushed to ¾"-0, was tested for use in CTB in 1973, reports #73-1680 - 5 and #73-10227.

Test results for the primary crushed ¾"-0, #74-22754, indicate that the material is not suitable for use in CTB. The soundness and degradation breakdown of the material is too excessive to provide a cement treated base of satisfactory durability. The material could be used for untreated aggregate subbase providing the requirements of Section 703.06 are satisfied.

Tests made on the better portion of the quarry run material (¾"-0 crushed from the primary 3"-¾") show that suitable aggregate can be obtained for use in a modified ¾"-0 cement treated base, and a modified Class "E" asphalt concrete. Since the material is subject to some breakdown, the use of an open graded gradation for both mixtures is required. The CTB specification is like that used on several projects in the Coquille-Myrtle Point area, and the asphalt concrete on the Powers Jct.-Bridge Section.

REFERRED TO

Beard — Reed
Cole — Sample
Eriksen — Watson
Hager — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
A. Olson
3 Terpin T
Scott
2 Swenson
R. Olson
Trout

RECEIVED
JAN 24 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

The following are modifications of the standard specifications for use of ¾"-0 or 1"-0 produced from the material represented in cement treated base:

1. Degradation (OSHD Standard)

   Passing No. 20 Sieve - 30% Maximum
   Sediment Height - 5.5 inch Maximum

2. Soundness *AASHTO T104 - 22% Maximum

   *Delete Paragraphs 5.3 and 7.1.3 of the AASHTO T104-68 test method and substitute the following:

   5.3 For testing quarry material, the sample shall be prepared by breaking it into fragments passing the 1½ inch sieve and testing as described for coarse aggregate.

   7.1.3 In the case of quarry material, the loss in weight shall be determined by averaging the loss in weight of the 1½"-¾", ¾"-3/8" and 3/8"-#4 test fractions.

3. Not more than 3 percent of the aggregate retained on the No. 4 sieve shall consist of lumps or pieces of material that will disintegrate when soaked in water for a period of 30 minutes.

4. Change the gradation requirement for the percentage passing the #10 sieve of the fraction passing the ¼ inch sieve from 40 - 60 percent to 25 - 45 percent.

The following are modifications of the standard specifications for use of the material represented in Class "E" asphalt concrete:

1. Degradation (OSHD Standard)

   Passing No. 20 Sieve - 30% Maximum
   Sediment Height - 5.5 inch Maximum

2. Gradation (Section 403.11)

Percentage Passing	¾ inch sieve,		100
"	" ½ "	" ,	95 - 100
"	" ¼ "	" ,	51 - 71
"	" No. 10	" ,	10 - 20
"	" No. 200	" ,	**2 - 6
"	Asphalt Cement	,	*4 - 9

* Percentage of total mix (by weight).

** The percentage includes portland cement additive. Portland cement additive for Class "E" ½ to 1½ percent of total mix (by weight).

3. Change Section 703.08(b-3) to require ½ inch-¼ inch for coarse aggregate rather than 3/8 inch-¼ inch.

4. Change Section 703.08(b-3) to eliminate 3/8 inch-¼ inch size and change ½ inch-¼ inch size from 85-100 percent passing the ½ inch sieve to 90 - 100 percent.

5. Change Section 403.11 of current special provisions for Class "E" to the following:

Percentage Passing	¾ inch sieve,		100
"	½ "	" ,	95 - 100
"	¼ "	" ,	54 - 70
"	No. 10	" ,	10 - 20
"	No. 200	" ,	**2 - 6
"	Asphalt Cement	,	*4 - 9

The modified Class "E" asphalt concrete is of a 1.7 CBE quality, and the modified cement treated base is of a 1.5 CBE quality. It is required that the CTB have a minimum cover thickness of 8 inches of asphalt concrete to provide sufficient traffic load distribution. Also required, is a minimum CTB thickness of 12 inches.

JEW:gs

cc: C. T. Keasey
C. G. Swenson
C. J. Gregg
E. Parker

3. Change Section 703.08(b-3) to require ½ inch-¼ inch for coarse aggregate rather than 3/8 inch-¼ inch.

4. Change Section 703.08(b-3) to eliminate 3/8 inch-¼ inch size and change ½ inch-¼ inch size from 85-100 percent passing the ½ inch sieve to 90 - 100 percent.

5. Change Section 403.11 of current special provisions for Class "E" to the following:

Percentage Passing	¾ inch sieve,		100
"	½ "	" ,	95 - 100
"	¼ "	" ,	54 - 70
"	No. 10	" ,	10 - 20
"	No. 200	" ,	**2 - 6
"	Asphalt Cement	,	*4 - 9

The modified Class "E" asphalt concrete is of a 1.7 CBE quality, and the modified cement treated base is of a 1.5 CBE quality. It is required that the CTB have a minimum cover thickness of 8 inches of asphalt concrete to provide sufficient traffic load distribution. Also required, is a minimum CTB thickness of 12 inches.

JEW:gs

cc: C. T. Keasey
C. G. Swenson
C. J. Gregg
E. Parker

Oregon State
HIGHWAY DIVISION
Materials and Research Section

Form E-880 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE AND BITUMINOUS MIXTURE

Data Sheet No.: 11716

LABORATORY REPORT NUMBER 122893

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Slater Creek - Mystic Creek
Prefix No.: 10-1930-910
Highway: Coos Bay - Roseburg
Contract No.:
F.A. Proj. No.:
Contractor:
Res. Engr.:
County: Douglas
Submitted by: A. W. Bates
Sampled by: Elliott Parker
Date Sampled: 10/14/74

Sample No.	Quantity Represented	Purpose of Sample:
9	200,000 C.Y.	Record ☐ Check ☐ Qualifying ☒

AGGREGATE/MIX—SIZE, TYPE: 3" - 3/4" gravel
INTENDED USE: A/C Pavement
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Source #10-61-3
SAMPLED AT: Hakanson Plant in Oakland
REMARKS: This 3" - 3/4" is the fraction retained on the 1" from quarry run through the primary crusher. Sample 74-22754 is the passing 1" fraction. 74-22755 is the 2" - 3/4" fraction.

FIELD CONTROL TEST NUMBER:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☑
T-30 SIEVE ANALYSIS ☐

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1½	0	0	100
1	48	48	52
¾	42	90	10
½	6	96	4
#4	1	97	3
P4	3	100	

☐ OSHD Asphalt ____ %
☐ T-27 (¼-10) P¼ ____ %
☒ T-11 P200 Insufficient Material %

☑ OSHD MIX DESIGN: PCC ☐ A/C ☑ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☑ OSHD SPECIFIC GRAVITY (Le Chatelier) 2.71
☑ T-85 Sp. Gravity, Appar. 2.72 Bulk 2.63 Absorp. 1.18
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☑ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS Ave.
1½-¾ 5.04 ¾-⅜ 3.26 ⅜-4 4.52 C.A. 4.27
4-8 12.9 8-16 18.0 16-30 12.6
30-50 11.7 50-100 ____ Ledge Rock ____ F.A. 15.05 Ave. 14.9
☑ OSHD DEGRAD Ht. 6.0 in. P20 26.8 % Referee Ht. 9.2 in. P20 24.9
RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
☑ T-96 ABRASION GRADING . . A Percent Wear 24.40
☑ T-89 LIQUID LIMIT . . . . . 23 Field Prepared ____
☑ T-90 PLASTICITY INDEX . . . 4 Field Prepared ____
☑ OSHD SAND EQUIVALENT 1.5/15 = 10 (23) Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:

Material represented by this sample comply with specifications. Does ☐ Does not ☑

Test results indicate that the material represented by this sample is suitable for use in a modified class "E" asphaltic concrete or modified 3/4"-0 or 1"-0 cement treated base. For design of the pavement structural section. the CTB is of a 1.5 CBR and the AC is of a 47 CBR

Engineer of Materials

Date Received 10-23-74
Date Reported 1-23-75
Lab. Charges $ 154.00

cc: ☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Shirley
X ☐ Resident Engineer Bates
☐ District Engineer
X ☐ Geology and Soils
X ☐ Files
X Parker

7M*341??-?74

Form 11-734-5000

OREGON STATE HIGHWAY DIVISION

MATERIALS SECTION LABORATORY RECORD

CEMENT TREAT - BASE, MAXIMUM DENSITY CURVE TEST

Laboratory No. 74-22754
Data Sheet No. 11714
Prefix 10-1930-910
Laboratory charge 720.00

Project SLATER CREEK - MYSTIC CREEK
Highway COOS BAY - ROSEBURG
Contractor ..... No. .....
Submitted by A. W. BATES
Source of Material SOURCE NO. 10-61-3
Sampled or inspected at HALLADAY TEST IN OAKLAND To be used C.T.B.
Sampled or inspected by D. PETERSON & K. PAGE Quantity represented 200,000 yds.

Date received 10-21-74
Date reported January 23, 1975

TEST GRADATION: 1"-0 (TOTAL 100% PASSING)

(1½" - 1") - 1.7% (⅜" - ¼") - 12.2% (#40 - #80) - 4.2%
(1" - ¾") - 7.8% (¼" - #4) - 8.2% (#80 - #200) - 2.2%
(¾" - ½") - 20.6% (#4 - #10) - 14.6% (#200 - 0) - 2.2%
(½" - ⅜") - 11.1% (#10 - #40) - 13.9%

COMPRESSIVE STRENGTH AND DENSITY @ 6.0% CEMENT CONTENT

USING OREGON TYPE I-II PORTLAND CEMENT:

10%	1-¼"	6.2%	MAXIMUM	DENSITY	1118 psi	141.2 lbs./cu. ft.
"	"	6.5%	"	"	1158 "	142.3 " "
"	"	7.2%	"	"	1262 "	143.1 " "
15%	1-¼"	6.3%	"	"	1105 "	141.9 " "
"	"	6.5%	"	"	1124 "	141.5 " "
"	"	7.2%	"	"	1250 "	143.1 " "
20%	1-¼"	6.4%	"	"	1150 "	142.7 " "
"	"	6.7%	"	"	1208 "	142.2 " "
"	"	7.3%	"	"	1349 "	144.0 " "
50%	1-¼"	6.5%	"	"	1160 "	141.9 " "
"	"	6.9%	"	"	1190 "	141.8 " "
"	"	7.3%	"	"	1242 "	142.7 " "

MIX MOISTURE RANGE @ 10% : 6.5 TO 7.0%
" " " " 20.1 " : 6.9 TO 7.3%

REPORT TO:

- ☐ F.H.W.A.
- X Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X Region Engineer Shirley
- X Resident Engineer Bates
- ☐ District Engineer
- 2X Files
- X Parker
- X Geology & Soils

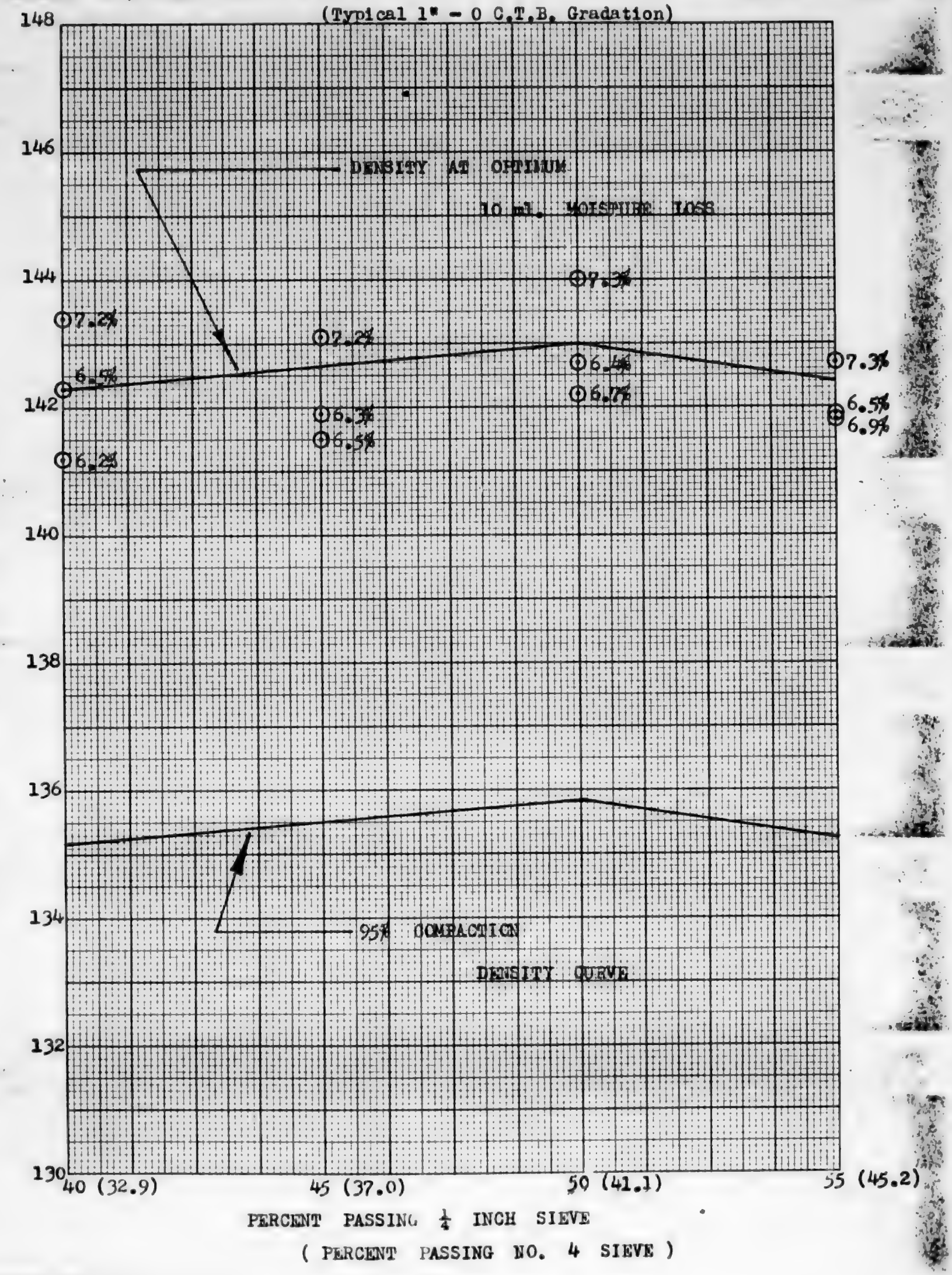
RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

PROJECT: Slater Creek - Mystic Creek
HIGHWAY: Coos Bay - Roseburg
SOURCE: Source No. 10-61-3
CEMENT: 6.0% Oregon Type I & II

LABORATORY NO. 74-22754
DATA SHEET NO. 11714
PREFIX 10-1930-910

(Typical 1" - 0 C.T.B. Gradation)



COMPACTION DENSITY, POUNDS PER CUBIC FOOT

PERCENT PASSING ¼ INCH SIEVE
(PERCENT PASSING NO. 4 SIEVE)

Form 81-736-3000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

CEMENT TREATED BASE (MIX DESIGN)
DENSITY CURVE TEST

Laboratory No. 74-22754
Data Sheet No. 11714
Prefix 10-1930-910
Laboratory charge
Date received 10-21-74
Date reported

Project SLATER CREEK - MYRTLE CREEK
Highway COOS BAY - ROSEBURG
Contractor ..... No. .....
Submitted by A. (W.) PAPE
Source of Material SOURCE NO. 10-1.1-2
Sampled or inspected at HAKANSON MFG. CO. To be used C.T.B.
Sampled or inspected by D. PETERSON + R. PAPE Quantity represented 200,000 LBS.

TEST GRADATION: 1" O (*MODIFIED TYPE A CRUSHED GRAVEL).

(1½" - 1") - 5.0%	(⅜" - ¼") - 9.2%	(#40 - #80) - 7.7%
(1" - ¾") - 8.3%	(¼" - #4) - 11.6%	(#80 - #200) - 1.4%
(¾" - ½") - 21.7%	(#4 - #10) - 20.9%	(PASSING #200) - 5.1%
(½" - ⅜") - 8.2%	(#10 - #40) - 8.0%	

*MODIFIED GRADATION: 1½" ⇒ 0%; (1½" - 1") ⇒ 0-10%; (1" - ½") ⇒ 20-40%; (¼" - 0) ⇒ 40-55%; AND (#10 - 0) ⇒ 10-20%.

COMPRESSIVE STRENGTH AND DENSITY @ 6.0% CEMENT CONTENT USING OREGON TYPE I + II PORTLAND CEMENT:

40% P¼"	6.1%	MOISTURE @ MAX.	1024	PSI	139.6 LBS./CU.FT.
" "	6.4%	" " "	1121	"	141.2 " "
" "	7.0%	" " "	1213	"	142.4 " "
45% 1-¼"	6.2%	" " "	1081	"	139.2 " "
" "	6.5%	" " "	1101	"	140.7 " "
" "	7.1%	" " "	1216	"	140.7 " "
50% 1-¼"	6.2%	" " "	1009	"	138.9 " "
" "	6.5%	" " "	1092	"	140.7 " "
" "	7.1%	" " "	1304	"	142.5 " "
50% 1-¼"	6.2%	" " "	1006	"	138.7 " "
" "	6.6%	" " "	1104	"	140.9 " "
" "	7.1%	" " "	1162	"	141.2 " "

MIX MOISTURE CONTENT @ 10:1 WATER TO CEMENT RATIO: 6.3 TO 6.7%
" " " " 20:1 " " " : 6.8 TO 7.1%

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- 2 ☒ Files

SP*66063-734

RECOMMENDATION:

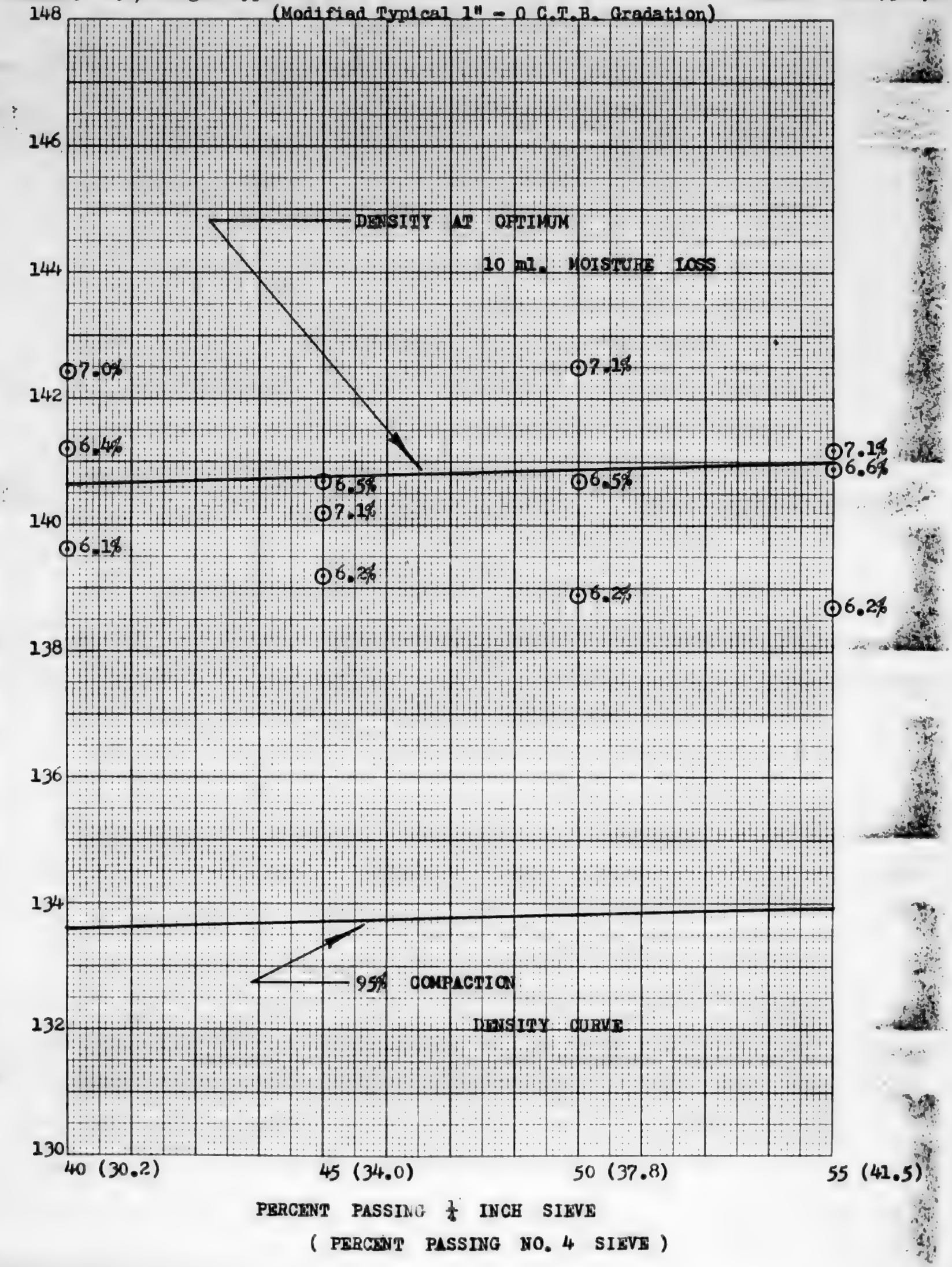
Material as represented by this sample does, does not comply with specifications.

Jerry E. Johnson

PROJECT: Slater Creek - Mystic Creek
HIGHWAY: Coos Bay - Roseburg
SOURCE: Source No. 10-61-3
CEMENT: 6.0% Oregon Type I & II

LABORATORY NO. 74-22754
DATA SHEET NO. 11714
PREFIX 10-1930-910

(Modified Typical 1" - 0 C.T.B. Gradation)



COMPACTION DENSITY, POUNDS PER CUBIC FOOT

PERCENT PASSING ¾ INCH SIEVE
(PERCENT PASSING NO. 4 SIEVE)

Item 5 of 5

Oregon State
HIGHWAY DIVISION
aterials and Research Section

rm E-880 (6-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE AND BITUMINOUS MIXTURE

Data Sheet No.: 11714-A

LABORATORY REPORT NUMBER: 22754

SAMPLE DATA

DICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

oject: Slater Creek - Mystic Creek Section — Prefix No.: 10-1930-910

ighway: Coos Bay - Roseburg — Contract No.: — F.A. Proj. No.:

ontractor: — Res. Engr.: — County: Douglas

ubmitted by: A. Bates — Sampled by: D. Peterson & R.M. Pope — Date Sampled: 10/9/74

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☐ Qualifying ☐

GREGATE/MIX—SIZE, TYPE: Conglomerate Gravel 3/4"-0

TENDED USE: C.T.P.

ARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Source #10-61-3

AMPLED AT: Hakanson Plant in Oakland

EMARKS: This 3/4"-0 is the passing the 3/4" fraction of the total quarry run material through a Primary Crusher. Sample 74-2-383 represents the 3/4" fraction of the total

FIELD CONTROL TEST NUMBER:

L.L. ____%
P.I. ____%
(¼-10) P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☑
T-30 SIEVE ANALYSIS ☐

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1	0	0	100
3/4	4	4	96
1/2	17	21	79
3/8	11	32	68
1/4	12	44	56
4	8	52	48
10	15	67	33
40	17	84	16
200	11.0	95.0	5.0
P200	5.0	100	

☐ OSHD Asphalt . . . . . ____%
☐ T-27 (¼-10) P¼ . . . . . ____%
☑ T-11 P200 . . . . . 8.9 %

☑ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☑
☐ OSHD AGGREGATE BASE DENSITY CURVE
☑ OSHD FRACTURE % 84.2
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☑ T-85 Sp. Gravity, Appar. 2.70 Bulk 2.57 Absorp. 2.45
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☑ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ 28.22 ¾-⅜ 31.17 ⅜-4 38.23 Avg. C.A. 32.54
4-8 39.0 8-16 29.2 16-30 22.0 Avg. 30.38
30-50 21.3 50-100 ____ Ledge Rock ____ F.A.
☑ OSHD DEGRAD Ht. 10.5 in. P20 33.8 % Referee Ht. 7.8 in. P20 29.1
~~RETAINED~~ 1/4-0 Ht. ____ in. P20 ____ % Referee Ht. 10.3 in. P20 30.2
☑ T-96 ABRASION GRADING . . B ____ Percent Wear 23.92
☑ T-89 LIQUID LIMIT . . . . . 19 ____ Field Prepared ____
☑ T-90 PLASTICITY INDEX . . . 2 ____ Field Prepared ____
☑ OSHD SAND EQUIVALENT 29/12.3 = 23 (3) Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS: C.T.B. Water Soak 1.6% Loss

cc: ☐ FHWA
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Geology and Soils
2 ☒ Files

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Test results indicate that the Soundness and degradation breakdown of the material is excessive for use in Cr.t. Treated base.

Engineer of Materials

Date Received 10/21/74
Date Reported
Lab. Charges $

TP-541 22-734

Oregon State
HIGHWAY DIVISION
Materials and Research Section

Form E-880 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE AND BITUMINOUS MIXTURE

Data Sheet No.: 11714-B

LABORATORY REPORT NUMBER 122755

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Slater Creek - Mystic Creek Section

Highway: Coos Bay-Roseburg | Contract No.: | Prefix No.: 10-1930-910

Contractor: | Res. Engr.: | F.A. Proj. No.:

Submitted by: A.Bates & Elliott Parker | Sampled by: Peterson & Pope | County: Douglas

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☐ Qualifying ☐	Date Sampled: 10/9/74

AGGREGATE/MIX—SIZE, TYPE: Fines (one small box)

INTENDED USE: C.T.B.

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Source # 10-61-3

SAMPLED AT: Hakanson Plant in Oakland

REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____ %

P.I. ____ %

(¼-10) P¼ ____ %

Fracture ____ %

S.E. ____

F.F. ____

Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

☐ T-27 SIEVE ANALYSIS

☐ T-30 SIEVE ANALYSIS

Sieve Size	Percent Retained	Percent Accum.	Percent Passing

☐ OSHD Asphalt . . . . . ____ %

☐ T-27 (¼-10) P¼ . . . . . ____ %

☐ T-11 P200 . . . . . ____ %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐

☐ OSHD AGGREGATE BASE DENSITY CURVE

☐ OSHD FRACTURE %

☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____

COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____

☐ T-21 ORGANIC COLOR PLATE NO. (Standard # 3)

☐ OSHD SPECIFIC GRAVITY (Le Chatelier)

☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____

☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100

☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS

1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____

4- 8 ____ 8- 16 ____ 16-30 ____

30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____

☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____

RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____

☐ T-96 ABRASION GRADING . . ____ Percent Wear ____

☑ T-89 LIQUID LIMIT . . . . . 15 Field Prepared ____

☑ T-90 PLASTICITY INDEX . . . NP Field Prepared ____

☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____

☐ T-182 ASPH. STRIP ERAND ____ Grade ____ Ccated ____

ADDITIONAL TESTS:

cc: ☐ FHWA
X☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X☐ Region Engineer Shirley
X☐ Resident Engineer Bates
☐ District Engineer
X☐ Geology and Soils
X☐ Files

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received 10/21/74

Date Reported 1-23-75

Lab. Charges $ 6.00

Engineer of Materials

Oregon State
HIGHWAY DIVISION
Materials and Research Section
Form E-880 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE AND BITUMINOUS MIXTURE

Data Sheet No.: 11715

LABORATORY REPORT NUMBER: 22756

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Slater Creek - Mystic Creek | Prefix No.: 10-1930-910
Highway: Coos Bay - Roseburg | Contract No.: | F.A. Proj. No.:
Contractor: | Res. Engr.: | County: Douglas
Submitted by: Al Bates | Sampled by: Elliott Parker | Date Sampled: 10/14/74

Sample No.	Quantity Represented	Purpose of Sample:
8	200,000 C.Y.	Record ☐ Check ☐ Qualifying ☐

AGGREGATE/MIX—SIZE, TYPE: 3/4" - 0 Crushed Gravel
INTENDED USE: A/C Pavement
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Source #10-61-3
SAMPLED AT: Hakanson Plant in Oakland
REMARKS: This material "3/4" -0" is a sample of the crushed 3"-3/4" (74-22893) which was crushed and sampled at Hakanson Plant

FIELD CONTROL TEST NUMBER:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

☑ T-27 SIEVE ANALYSIS
☐ T-30 SIEVE ANALYSIS

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1	0	0	100
3/4	1	1	99
1/2	25	26	74
3/8	20	46	54
#4	19	65	35
#8	8	73	27
#10	13	86	14
#40	9	95	5
#200	3.7	98.7	1.3
P200	1.3	100	

☐ OSHD Asphalt . . . . . %
☐ T-27 (¼-10) P¼ . . . . . %
☑ T-11 P200 . . . . . 2.1 %

☑ OSHD MIX DESIGN: PCC ☐ A/C ☑ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☑ OSHD FRACTURE % 95+
☑ T-19 UNIT WT lb/ft³ LOOSE 90.0 COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☑ OSHD SPECIFIC GRAVITY (Le Chatelier) 2.72
☑ T-85 Sp. Gravity, Appar. 2.74 Bulk 2.61 Absorp. 1.79
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☑ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ 20.02 ¾-⅜ 18.58 ⅜-4 23.00 Avg C.A 20.53
4-8 25.3 8-16 20.8 16-30 15.1 Avg F.A 18.95
30-50 14.6 50-100 ____ Ledge Rock ____
☑ OSHD DEGRAD Ht. 6.7 in. P20 25.6% Referee Ht. 5.9 in. P20 23.9
RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. 6.8 in. P20 25.4
☑ T-96 ABRASION GRADING B Percent Wear 20.98
☑ T-89 LIQUID LIMIT N.P. Field Prepared ____
☑ T-90 PLASTICITY INDEX N.P. Field Prepared ____
☐ OSHD SAND EQUIVALENT 36/___-47 Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Test results indicate that the material represented by this sample is suitable for use in a modified class "E" asphalt concrete or a crushed 3/4"-0 or 1"-0 cement treated base. The LA is of a-1 CBE quality and the CTP is of a-1 CBE.

Engineer of Materials

Date Received: 10-23-74
Date Reported: 1-23-75
Lab. Charges: $ 473.00

cc:
☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Shirley
X ☐ Resident Engineer Bates
☐ District Engineer
X ☐ Geology and Soils
X ☐ Files Parker

SP-5413-734

OREGON STATE HIGHWAY DIVISION
Materials Section

PRELIMINARY BITUMINOUS MIXTURE DESIGN #1

Laboratory No. 74-22756
Data Sheet No. 11715
Prefix 10-1930-910
Amount Charge
Date Received 10/23/74
Date Reported 1-23-75
Mix Type-Class Modified "B" A/C

Project Slater Cr-Mystic Cr.
Contractor: Prime ____ Contract No. ____ Fed. Aid No. ____
Paving ____
Engineer: Region A. Shirley Resident Al Bates
Aggregate: Source #10-6L3 Type Crushed
Asphalt: Brand Union Grade AR 4000

MIX DESIGN PROPORTIONS:

Agg. Size	Ave. Grad. 6-100			Comb. Agg. Dry Sieve[1]	Comb. Agg. Washed by Vacuum	RECOMMENDED MIX PROPORTIONS Wearing Surface[2]	Base Course[2]	Shoulder Course[2]	P.M.B.B. Course
% Comb.									
1									
3/4	0.0			0.0	0.0	0.0	0.0	0.0	
1/2	1.3			1.5	1.5	1.4	1.4	1.4	
3/8	17.9			19.0	18.8	17.4	17.3	17.3	
1/4	17.8			18.9	18.8	17.4	17.3	17.3	
4	17.5			18.6	18.5	17.2	17.0	17.0	
10	25.5			27.1	26.9	25.0	24.8	24.8	
40	8.1			8.6	8.6	8.0	7.9	7.9	
200	3.4			3.6	4.2	3.9	3.4	3.9	
P200	2.5			2.7	2.7	2.5	2.5	2.5	
~~No. Abs~~ AR	6.0		T-30 (P200)		3.4				
Asphalt Content Including	0.1			% Retention		7.2	7.8	7.8	

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix Type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction	2.33	2.35	2.35	
Mix Design % Voids @ 100% Compaction	3.4	1.8	1.8	

MIX DESIGN TEST DATA: Temperature of Mixture ~~When Mixed~~ @ Compaction 259°F.

Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Union AR 4000	6.0	6.5	7.0	7.5	8.0
Asphalt Film Thickness	Dry	Suff.	Suff-Th.	Suff-Th.	Thick
Stability Value @ 1st Compaction	27	28	30	30	32
Cohesion Value @ 1st Compaction	129	140	244	195	186
Bulk Sp. Gravity @ 1st Compaction	2.18	2.20	2.22	2.24	2.26
Percent Voids @ 1st Compaction	11.9	9.8	8.3	6.7	5.0
Stability Value @ 2nd Compaction	50	51	52	51	55
Bulk Sp. Gravity @ 2nd Compaction	2.28	2.30	2.32	2.34	2.35
Percent Voids @ 2nd Compaction	1.3	2.1	4.1	2.5	1.3
Real Gravity @ 0% Voids Rice Method	2.46	2.44	2.42	2.40	2.38

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%) Union AC 4000	6.0	7.0	8.0
Index of Ret. Str. (%)	60	68	82

[1] Test Gradation calculated from aggregate production averages.
[2] Design Gradation provides full job mix tolerance within broad bond grading limits (section 403.11).

FWHA
Construction
Maintenance
Regional Engineer
Regional Maint. Eng.
Resident Engineer
Soils & Geology
Regional Geologist
Files

Engineer of Materials and Research

SEP 26 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION
Materials Section

PRELIMINARY BITUMINOUS MIXTURE DESIGN #2

Laboratory No. 74-2275
Data Sheet No. 11715
Prefix 10-1930-910
Amount Charge
Date Received 10/23/74
Date Reported 1-23-75
Mix Type-Class 1/2" A/C

Project Slater Cr.-Mystic Cr.
Contractor: Prime _____ Contract No. _____ Fed. Aid No. _____
Paving _____
Engineer: Region A. Shinley Resident Al. Bates
Aggregate: Source #10-61-3 Type Gravel
Asphalt: Brand Union Grade AR4000

MIX DESIGN PROPORTIONS:

Agg. Size	Typical 1/2" A/C			Comb. Agg. Dry Sieve[1]	Comb. Agg. Washed by Vacuum	RECOMMENDED MIX PROPORTIONS Wearing Surface[2]	Base Course[2]	Shoulder Course[2]	P.M.B.B. Course
% Comb.									
1									
3/4	0.0			0.0	0.0	0.0	0.0	0.0	
1/2	13.8			13.8	13.6	12.7	12.6	12.6	
3/8	12.4			12.4	12.2	11.4	11.4	11.4	
1/4	13.7			13.7	13.5	12.6	12.6	12.6	
4	9.2			9.2	9.1	8.5	8.5	8.5	
10	21.6			21.6	21.4	20.0	19.9	19.9	
40	17.4			17.4	17.2	16.1	16.0	16.0	
200	7.0			7.0	8.0	7.5	7.4	7.4	
P200	4.9			4.9	5.0	5.0	5.0	5.0	
No. Ave.			T-30	(P200)	6.4				
Asphalt Content Including		0.2		% Retention		6.2	6.6	6.6	

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix Type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction	2.40	2.41	2.41	
Mix Design % Voids @ 100% Compaction	2.0	0.7	0.9	

MIX DESIGN TEST DATA: Temperature of Mixture [redacted] @ Compaction 264°F

Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Union AR4000	5.5	6.0	6.5	7.0	7.5
Asphalt Film Thickness	Dry-Suff.	Suff.	Suff-Thi	Thick	V.Thick
Stability Value @ 1st Compaction	41	47	47	48	43
Cohesion Value @ 1st Compaction	322	522	566	611	610
Bulk Sp. Gravity @ 1st Compaction	2.31	2.33	2.35	2.37	2.36
Percent Voids @ 1st Compaction	6.9	5.3	3.7	2.1	2.1
Stability Value @ 2nd Compaction	52	53	47	40	27
Bulk Sp. Gravity @ 2nd Compaction	2.37	2.37	2.41	2.42	2.41
Percent Voids @ 2nd Compaction	4.4	2.8	1.2	0.0	0.0
Real Gravity @ 0% Voids Rice Method	2.49	2.46	2.44	2.42	2.41

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%) Union AR4000	5.5	6.5	7.5
Index of Ret. Str. (%)	75	83	86

[1] Test Gradation calculated from aggregate production averages.
[2] Design Gradation provides full job mix tolerance within broad bond grading limits (section 403.11).

FWHA
Construction
Maintenance
Regional Engineer
Regional Maint. Eng.
esident Engineer
oils & Geology
Regional Geologist
Files

Engineer of Materials and Research

Ed

SEP 26 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8310

43

FORM 81.7J4.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 24, 1974

FILE:

FROM:

SUBJECT: Slater Creek-Mystic Creek Section
Coos Bay-Roseburg Highway
Douglas County

TO: Mr. E.S. Hunter
Assistant State Highway Engineer

We have done the preliminary engineering work on this project, but if we write the right of way descriptions for it under the same prefix, costs may not be allowed if a federal audit is held. A prefix for preparation of plans, specifications and estimates is needed to handle the right of way descriptions properly.

However, the final EIS for the project has not been completed, and even when it is ready it must be submitted to Washington for approval. Since it contains a 4(f) statement, under normal conditions approximately six months are required to obtain approval. This implies that at the earliest it will be about six months after completion of the final EIS before we could expect to obtain location approval.

If we wait for location approval to be assured of federal assistance in the costs of preparing right of way descriptions, it would appear impossible to clear right of way in time to go to contract in 1975.

What are your wishes?

9-30-74
ORIGINAL TO
V.D. Wolfe

Victor D. Wolfe
Victor D. Wolfe
Location Engineer

WAE:VDW:jp
cc J.B. Boyd
J.H. Versteeg
L.W. Rulien

9-30-74
Vic
Proceed as necessary to obtain Fed. Aid - No state money available.
Ed

RECEIVED
SEP 26 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8310

July 17, 1974

TO ALL INTERESTED FEDERAL AGENCIES

FROM L. W. Rulien
Project Management Engineer

SUBJECT Draft Environmental Statement
Slater Creek-Mystic Creek Section
Coos Bay-Roseburg Highway
Douglas County

In accordance with the National Environmental Act of 1969 (Public Law 91-190) attached are copies of the Draft Environmental Statement for your review and comment.

Your reply upon receipt of this Environmental Impact Statement will be anticipated within the 45-day period established by the Federal Council of Environmental Quality Guidelines. If no response is received within this period, it will be assumed that you have no comments.

If you need additional information on this project, please contact the Project Management Section, State Highway Division, Salem, Oregon 97310. Phone 378-6563.

BLG:js

Attachment

U.S. Department of Agriculture (1)
U.S. Department of Housing (1)
U.S. Department of the Interior (12)
Federal Aviation Administration (1)
Corps of Engineers (1)
Environmental Protection Agency (5)
National Marine Fisheries Service (Portland) (2)
U.S. Coast Guard (1)
U.S. Department of Commerce (Washington, DC) (3)

cc: G. L. Green, FHWA
R. L. Schroeder
E. S. Hunter
Gary Potter
R. N. Chase
B. L. Gifford

DRAFT ENVIRONMENTAL IMPACT STATEMENT

SLATER CREEK - MYSTIC CREEK

COOS BAY - ROSEBUR
HIGHWAY
DOUGLAS COUNT

OREGON STATE DEPARTMENT OF TRANSPORTATION

FHWA-OR-EIS-74-04-D

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Prepared by

Oregon State Highway Division

DRAFT

Environmental Impact Statement

ADMINISTRATIVE ACTION

for

SLATER CREEK-MYSTIC CREEK SECTION
STATE HIGHWAY 42 (COOS BAY-ROSEBURG)
DOUGLAS COUNTY, OREGON

The proposed project would realign a 4.7-mile section of State Highway 42 along the Middle Fork of the Coquille River. Realignment would require the construction of bridges, slope stability measures, and possibly 600 linear feet of channel change. The project would also entail the acquisition of recreational land presently administered by the Bureau of Land Management.

THIS HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING UNDER TITLE 23, U.S.C. THIS STATEMENT FOR THE IMPROVEMENT WAS DEVELOPED IN CONSULTATION WITH THE FEDERAL HIGHWAY ADMINISTRATION AND IS SUBMITTED PURSUANT TO:

SECTION 102(2)(C)
PUBLIC LAW 91-190
AND
SECTION 4(f)
PUBLIC LAW 89-670

7/10/74
Date

R. L. Schmeer
Assistant State Highway Engineer

APPROVED AND ADOPTED BY THE FHWA

7-10-74
Date

G. H. Green
Division Engineer

SLATER CREEK-MYSTIC CREEK SECTION
Draft Environmental Impact Statement

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SLATER CREEK-MYSTIC CREEK SECTION
4(f) Determination

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DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SUMMARY OF

DRAFT ENVIRONMENTAL IMPACT STATEMENT
Pursuant to Section 102(2)(c), P.L. 91-190

for

SLATER CREEK-MYSTIC CREEK SECTION
STATE HIGHWAY 42 (COOS BAY-ROSEBURG)
DOUGLAS COUNTY, OREGON

Prepared by

Oregon State Highway Division
Environmental Section

1. This project is advanced by administrative action of the Oregon State Highway Division, in cooperation with the Federal Highway Administration.

2. The proposed project will reconstruct 4.7 miles of Oregon State Highway 42, also known as the Coos Bay-Roseburg Highway, between Slater Creek and Mystic Creek in Douglas County, Oregon. Reconstruction will provide two 12-foot travel lanes and 8-foot shoulders. Highway alignment will be improved by flatter curves and increased sight distances. Bridge construction will be required for river crossings. Riprap, gabion and bin walls will be utilized for slope and embankment protection. The existing river alignment will be partially modified. Climbing lanes will be provided for slower moving traffic.

3. Environmental Impacts:

a. Possible harm to aquatic life in the Coquille River.

b. Loss of wildlife habitat and cover.

c. Earth slide potential.

d. Acquisition of recreation land.

e. Temporary construction scars.

f. Greater user mobility and safety along this section of highway.

g. A step to aid economic growth in the Coos Bay area.

4. Alternatives considered:

a. Three construction alternatives:

1. Alternative 1

The alignment would be adjacent to the present Highway 42, would eliminate present curvature, and would involve two river crossings near Bear Creek Recreation Site.

2. Alternative 2

The alignment would be nearly the same as Alternate 1 except for the riverward projection of the middle and western sections.

3. Alternative 3

The alignment would be south of the Coquille River and would require all new right-of-way, extensive cuts and fills, and four river crossings.

b. No-build (do-nothing) alternative

5. Agencies invited to comment on the draft statement:

Federal Agencies:

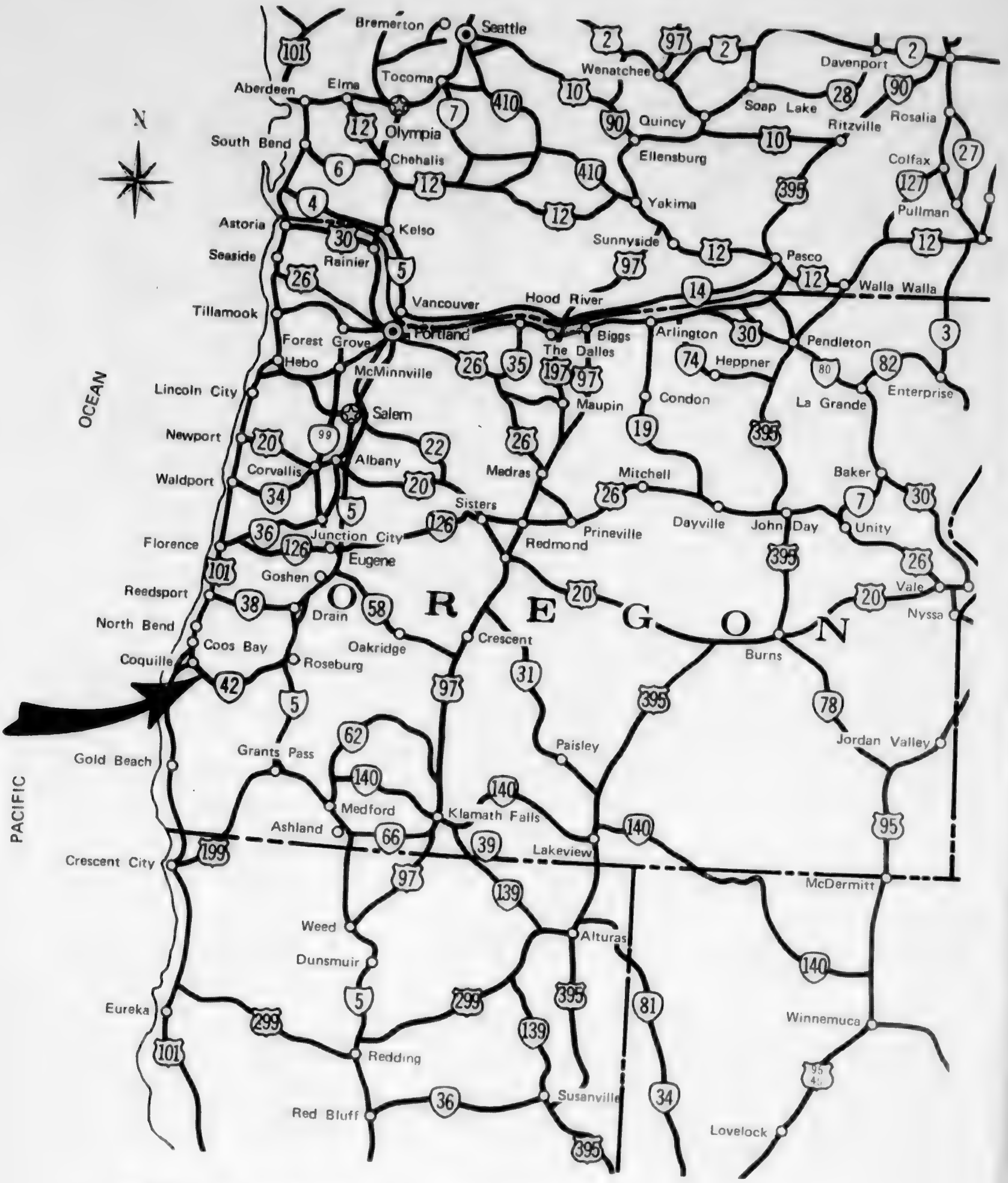
Federal Highway Administration
Bureau of Land Management
Department of Housing and Urban Development
Federal Aviation Administration
Bureau of Sports Fisheries and Wildlife
Bureau of Outdoor Recreation
Environmental Protection Agency
National Oceanic and Atmospheric Administration
Army Corps of Engineers
Soil Conservation Service

State and Local Agencies:

Oregon Environmental Council
State of Oregon, Federal Aid Coordination Unit (8)
Umpqua Regional Council of Governments
Douglas County Planning Commission
Coos County Planning Commission
Department of Environmental Quality
Douglas County Historical Society
Oregon State Museum of Natural History
Coquille Chamber of Commerce
Myrtle Point Chamber of Commerce
Northwest Steelheaders Association

6. This draft environmental impact statement was released to the Council on Environmental Quality and the public on JUL 17 1974. Comments on the draft should be received within forty-five days of this release date, in order to insure their inclusion in the final environmental impact statement.

Oregon State Highway No. 42 Slater Creek-Myst[illegible]



REGIONAL LOCATION MAP

Figure 1

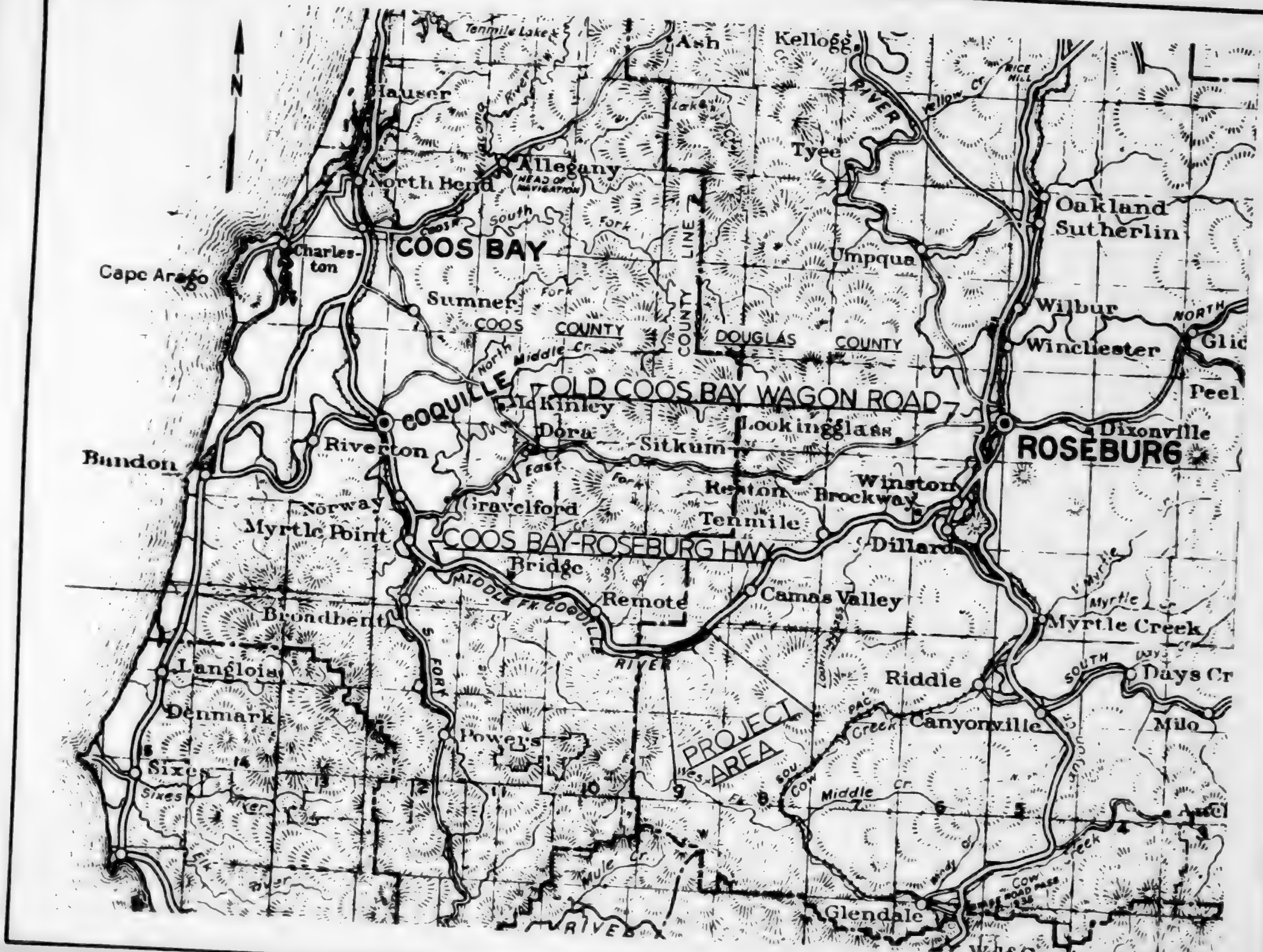

N
Tenmile Lake
Ash
Kellogg
Hauser
Coos River
Lake Cr.
RIVER
Yellow Cr.
RICE HILL
Tyee
Allegany
(HEAD OF NAVIGATION)
North Bend
South Fork
COOS BAY
Charles-ton
Cape Arago
Umpqua
Oakland
Sutherlin
Sumner
COOS COUNTY
COUNTY LINE
DOUGLAS COUNTY
Wilbur
Winchester
NORTH
Peel
OLD COOS BAY WAGON ROAD
COQUILLE
Riverton
Bandon
Dora
Sitkum
Lookingglass
Dixonville
ROSEBURG
Winston
Brockway
Norway
Gravelford
Reston
Tennile
Myrtle Point
COOS BAY-ROSEBURG HWY
Dillard
Bridge
Remote
Camas Valley
Myrtle Creek
Broadbent
Riddle
Days Cr
Langlois
Denmark
Powers
Canyonville
Milo
PROJECT AREA
Sixes
Middle Cr.
Glendale

FIGURE 2

INTRODUCTION

The proposed project is concerned with the improvement of a 4.7-mile section of State Highway 42 in Douglas County, Oregon (Figures 1 and 2). Bounded by Mystic Creek on the east and Slater Creek on the west, the project is a continuation of the 4.9-mile Remote-Slater Creek section which was completed in 1964. The improvement of the Slater Creek-Mystic Creek section is part of a general plan that would promote highway safety and shorten the 85-mile distance between the cities of Coos Bay (population 13,800) and Roseburg (population 15,400).

Highway improvement would entail straightening curves through realignment, constructing climbing lanes, slope grooming and signing. Construction options (alternatives) are limited by mountainous terrain. All viable options would require the acquisition of additional right-of-way, some of which is within a Bureau of Land Management (BLM) park. In addition, the construction options would require the rechannelization of a portion of the Middle Fork of the Coquille River, riverbank and slope protection and the removal of natural vegetation. Mitigative actions are proposed.

PROJECT HISTORY AND JUSTIFICATION

The proposed project had its origin in the Federal Economic Growth Center program of 1970. In general, the program was designed to stimulate or enhance the economic growth of selected areas through highway improvement. In October of 1971, Governor McCall designated the Coos Bay

area as meeting the requirements specified for an Economic Growth Center. When applying for Growth Center status, the Governor stated that existing highway facilities were not conducive to the growth of the Coos Bay area. The Governor's views were supported in part by a 1956 Stanford Research Institute study and a comprehensive Economic Growth Center analysis completed by the Oregon State Highway Division in December of 1972.

Two transportation corridors were considered for satisfying highway needs between the port of Coos Bay and the interior valleys of southwestern Oregon. One corridor approximated the route of the old Coos Bay wagon road (Figure 2). The other corridor is essentially that of State Highway 42. Considerations included engineering feasibility, economics and probable environmental degradation. It was concluded that the monetary and environmental cost of highway construction in the vicinity of the old wagon road far outweighed the benefits. The present Highway 42 corridor was considered to be the most logical alternative.

Highway 42 has been singled out as being particularly important to the wood products industry in the Coos Bay area. On weekdays there is almost a continuous movement of log trucks and chip trucks between Coos Bay and Roseburg. During 1973, the average daily traffic for the Slater Creek-Mystic Creek section was 1,500 vehicles. Truck traffic amounts to 25 percent of the total daily traffic. The projected 1993 average daily traffic for this section is 2,800 vehicles. The computed capacity of the existing highway is 3,200 vehicles daily. The accident rate for the Slater Creek-Mystic Creek section between January 1, 1969 and September 1, 1973 was 2.3 accidents per million vehicle miles. This compares with a statewide accident rate for similar types of highways of 2.1 accidents per million vehicle miles.

Figure 3

The Mystic Creek-Slater Creek Section is heavily traveled by chip trucks and log trucks

Figure 4

Rock falls along the Slater Creek - Mystic Creek Section create hazardous driving conditions

Highway Division deficiency studies have indicated that the Slater Creek-Mystic Creek section is below current highway standards. There are 85 curves in this section, several of which have a safe speed of only 25 miles per hour. The horizontal and vertical alignments on this section of highway make it unsafe for motorists to pass for at least 80 percent of its length. The lanes are ten feet in width with gravel shoulders two feet in width, narrower than the current standard, which calls for twelve-foot lanes with eight- to ten-foot shoulders.

The justification for highway improvement may be summarized in terms of economics and safety. An improved facility would be advantageous in providing a shorter, safer route between the port of Coos Bay and Roseburg, resulting in cost savings in fuel and time. In addition, an improved roadway would probably generate greater commercial and tourist traffic volumes, which might in turn stimulate economic growth.

APPROACH TO THE IMPACT STUDY

While the Oregon State Highway Division seeks to avoid preparing environmental impact statements for short sections of highway projects, in some instances this approach is warranted. All Highway 42 projects have been planned to accommodate possible dam construction in the vicinity of Camas Valley. Accordingly, improvement projects have been concentrated in areas that would be least affected by a dam. Although dam construction does not appear to be imminent at this time, the possibility of construction nevertheless remains. The Highway Division would prefer to schedule major improvement projects on a section-by-section basis until decisions pertaining to possible dam construction have been finally resolved.

The Oregon State Highway Division has completed the Federally required Project Notification and Review Process (A-95). The general project proposal was approved by the Executive Department of the State of Oregon in June, 1972. Environmental concerns expressed by pertinent agencies are discussed in detail in subsequent sections of this statement.

ENVIRONMENTAL SETTING

Local Relief

The Slater Creek-Mystic Creek section is situated along the Middle Fork of the Coquille River in the Coast Range of southwestern Oregon. Local topography is characterized by sharp concordant ridges and narrow ravines. Ridge crest elevations in the vicinity of the project are in excess of 2000 feet above mean sea level; project elevations are between 575 feet and 1000 feet.

Climatic Conditions

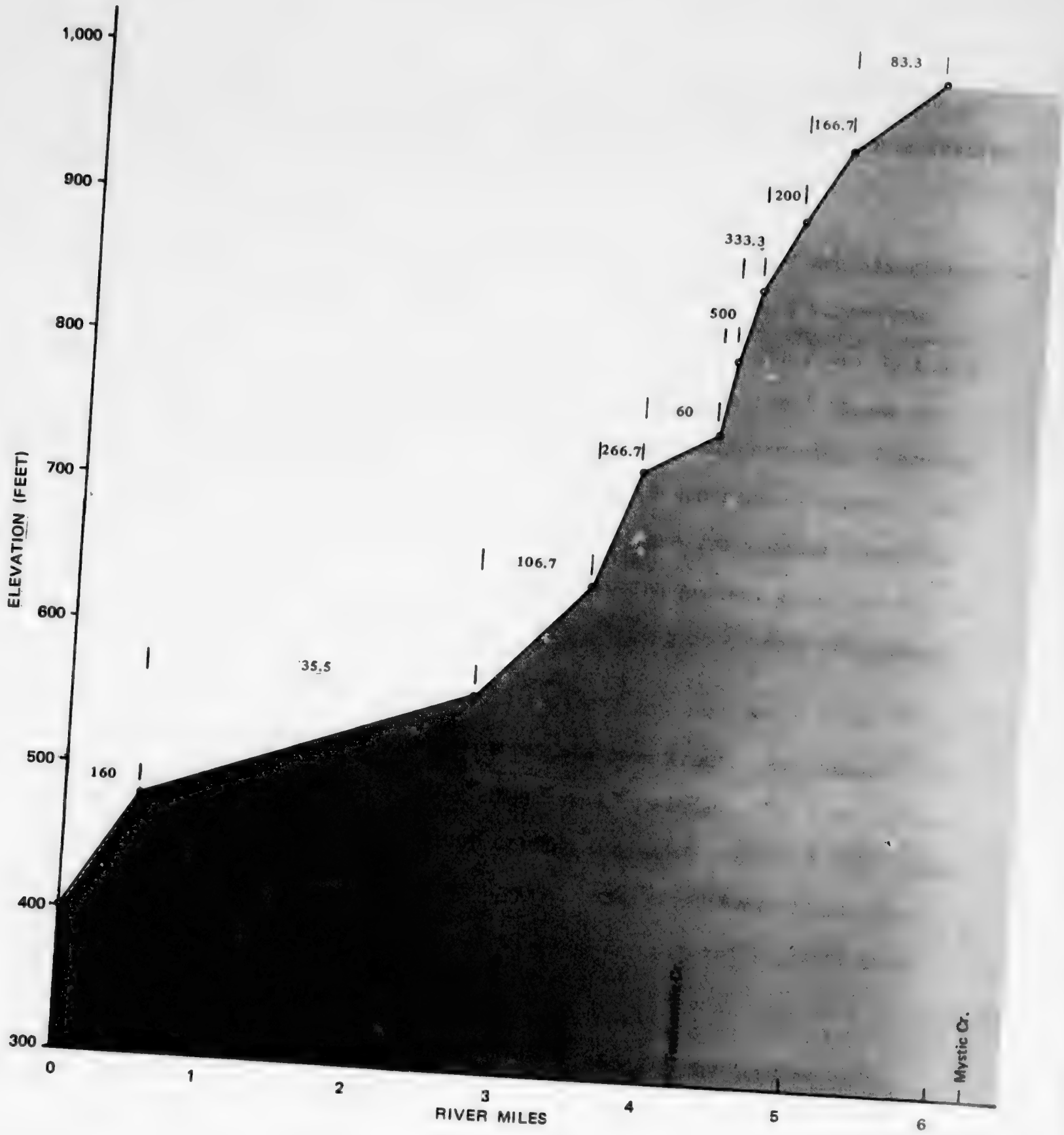
Local climatic conditions are typical of low elevations and western exposures in the Coast Range. Winters are mild and wet; summers are warm and relatively dry. Average annual precipitation approximates 56 inches, 75 percent of which occurs between November and March. Although snow is uncommon at highway elevations, significant amounts may accumulate on the ridge crests for short periods of time. The average January temperature in the project area is about 43°F; precipitation is about 13 inches. July temperatures are in the mid-sixties. A seasonal high-pressure system over the Oregon Coast restricts average July precipitation to less than 1 inch.

Middle Fork of the Coquille River

The Middle Fork of the Coquille River lies in the Coast Range at an elevation of about 1100 feet. The river drains a 305-square mile area consisting principally of Douglas fir forest. Headwaters are about seven miles from the project area. Much of the river's forty-mile course is contained within narrow canyon walls. Tributaries are short and have steep gradients. In the project area, the gradient of the Middle Fork varies between 500 feet and 35 feet. Figure 5 indicates that the project area conforms to Zone IV (Boulder Zone) of Bauer's geohydraulic classification scheme. This zone is characterized by bed sediment of large particle size, rapid flow, steep-sided canyon walls, a gradient exceeding 25 feet per mile, and a small floodplain.

Streamflow patterns generally reflect seasonal rainfall, as runoff from melting snow is relatively insignificant. High flows fluctuate widely. Studies indicate that the Middle Fork may discharge 18,000 cfs or more on an average of once every three years. The channel width in the project area is about 40 feet. The seasonal flood zone varies in width but may constitute an additional 100 feet on either side of the channel.

The water quality of the Middle Fork and its tributary streams is generally high. Turbidity varies with the season. High water during winter and spring produces dramatic increases in the amount of fine-grained material (e.g., silt, clay and colloidal particles). This increase is partly attributable to runoff originating in cut-over land. The river's high dissolved oxygen content and neutral pH levels foster a variety of aquatic life. The



MIDDLE FORK COQUILLE RIVER

FEET OF FALL PER MILE

Figure 5

alkalinity or buffering capacity of the river appears to be adequate to maintain a stable pH. There is very little trace metal or nutrient contamination in this portion of the river.

The Middle Fork's principal water quality problems are associated with the high temperatures and low streamflows of summer and streambank erosion during periods of high water. During the summer the river is characterized by a series of small, sandy pools connected by a small stream of running water. In some places, streamflow is barely discernible. There is a significant increase in stream velocity with the approach of winter. Sand bars are quickly obliterated, and large boulders are transported along the streambed. Bank erosion is so prevalent within the project area that riprap must be strategically placed to protect the existing or a proposed highway.

The Middle Fork supports both resident and anadromous fish. Resident fish include black bass, cutthroat and rainbow trout. Anadromous species include striped bass, coho, chinook and steelhead. The Fish Commission of Oregon reports that a boulder cascade beginning about 1/4 mile below Bear Creek and extending 1 mile above Mystic Creek effectively blocks the passage of coho on the Middle Fork. The Commission presently plants coho adults in Twelvemile Creek.

The Corps of Engineers and the Soil Conservation Service have cooperated in dam site investigations on the Middle Fork. Their studies have indicated that a site near Camas Valley has the necessary physical characteristics for dam construction. However, their studies also indicated that

benefit-cost considerations do not favor construction at the present time. At this writing, no dam is planned.

Geology and Soils

The project area is underlain by sedimentary rocks of the Umpqua Formation (Eocene). This section of the formation is primarily composed of interbedded sandstone and siltstone which dip about 15° in a northerly direction. The thickness of these beds ranges from a few inches to several feet. Some massive sandstone outcrops are between 30 and 40 feet in thickness (Figure 6). The sandstone is well cemented and constitutes the most resistant member within this section of the formation. Siltstone attains thicknesses of 60 feet or more. When exposed in outcrop or highway cut, the siltstone tends to weather rapidly. This characteristic is considered to be a principal cause of earth and rock slides in the project area. Steep slopes, local drainage conditions and the rapid weathering of siltstone beds have created unstable conditions at several locations. Old slide areas are readily identified by hummocky topography above the Middle Fork of the Coquille River (Figure 7).

Although rock units in the project area are not suitable for commercial usage, sandstone removed during highway construction could be used for riprap or gabion walls.

Soils within the project area are typically azonal, as active erosion has prevented the formation of a well-developed profile. Local soils are predominately colluvial or alluvial in origin. In some sections, the

Figure 6
Massive sandstone abutting the highway on the Slater Creek - Mystic Creek Section

Figure 7
Slide conditions along the middle fork of the Coquille River

thin soils can support only grass or brush. Under these conditions, water runoff is rapid and promotes landslides. Mixtures of boulders, rock fragments, sandy clays, clayey silts and silty clays occur throughout the project area. Under the classification scheme developed by the American Association of State Highway Officials (AASHO), most soils in the project area would be classified as A-4, A-6 and A-7-6; A-6 soils are probably the most prevalent.

Local topography restricts agriculture to a few gentle slopes or benches above the Coquille River. Small, noncommercial fruit orchards at one time were established in the immature bench soils, but most have been abandoned along with the farmsteads. Although the U.S. Soil Conservation Service has not mapped the soils in this portion of Douglas County, it is generally known that their agricultural potential is not significant.

Natural Vegetation and Wildlife Habitat

Forest stands of the study area are classified as belonging to the "Mixed Evergreen Zone" by Franklin and Dyrness (1971). This forest type is typical of portions of southwestern Oregon and differs from the adjoining Western Hemlock forest zone, in that broad-leaved deciduous and evergreen trees as well as conifers are important components of the forest association (Figure 8). Coniferous species preferring drier site conditions than are found in the adjoining Western Hemlock zone are also common. Although Douglas fir predominates in reforested areas, site conditions for the growth of this species range from moderate to marginal.

SLATER CREEK-MYSTIC CREEK

COMMON VEGETATION OF THE AREA AND ITS OCCURRENCE
BY HABITAT TYPE

Species	Forest			
	Riparian	Mature	Even-Aged	Brush
Douglas Fir	X	X	X	
Grand Fir	X	X	X	
Port Orford Cedar	X	X		
Oregon Myrtle	X			
Madrone	X	X		X
Oregon White Oak		X		X
Maul Oak		X		X
Tanbark Oak	X	X		
Chinkapin	X	X		
Red Alder	X			
Vine Maple	X	X		
Huckleberry	X	X		
Salal		X	X	X
Snowberry	X	X	X	
Oregon Grape	X	X	X	X
Greenleaf Manzanita				X
Coyote Brush	X			X
Oregon Boxwood				X
Willow	X			
Twinberry	X	X		
Blue Elderberry				X

Figure 8

The forested lands which occur throughout the project area may be considered in terms of three types of wildlife habitat. These are riparian woodlands, mature stands of mixed evergreens occurring above the riparian zone, and even-aged stands of conifers.

Riparian woodlands are found in zones of varying width (usually less than 100 yards wide) along the valley of the Coquille River and its tributaries. Many of the trees occurring in this zone are also found in the mixed evergreen stands on the slopes and uplands, but some -- such as willow, black cottonwood, and Oregon myrtle -- are seldom found outside the zone. Many of the trees which commonly occur both inside and outside the zone attain their maximum size only within the riparian zone. Riparian woodland along the Coquille River is fairly open (about 50 trees per acre in the overstory); partial seasonal defoliation allows the growth of a well-developed shrub layer of evergreen and early-leafing deciduous brush. Such an area provides food, shelter, and cover adjacent to a year-round supply of water. Since many of the dominant trees are long-lived species, this habitat has a long-term value to wildlife. Channel changes of the Coquille River could promote some degree of instability; however, since these valleys are narrow, instability would probably be minimal and temporary. Typical mature riparian vegetation does not have a chance to develop in active landslide areas.

The boundary between mature stands of mixed evergreen and riparian woodland is not well defined because many species are common to each zone.

SPECIES OF WILDLIFE REPORTED OR KNOWN TO OCCUR
IN THE SLATER CREEK-MYSTIC CREEK AREA

	Habitat			
Mammals	Brush	Riparian Woods	Mixed Evergreens	All or Any
Black Bear				X
Black-tailed Deer				X
Roosevelt Elk				X
Coyote				X
Bobcat				X
Gray Fox				X
Raccoon		X		
Mink		X		
Long-tailed Weasel				X
Striped Skunk				X
Ringtail	X	X		
Porcupine			X	
Beaver		X		
Dusky Shrew		X	X	
Vagrant Shrew				X
Shrew Mole		X	X	
Coast Mole		X	X	
Bats				
Snowshoe Hare		X	X	
Brush Rabbit				X
Mountain Beaver		X	X	
Gray Digger	X			
Chipmunk		X	X	

Figure 9

The only stand of mature mixed evergreens in the area occurs along a north-facing slope in the vicinity of the Bear Creek Recreation Site. The variety of species and age within stands of mixed evergreens has created a wildlife habitat with at least five vertical strata. This complex structure is especially beneficial to wildlife, as it allows greater numbers of faunal species to occupy the stand and still maintain a degree of freedom from interspecific competition. The distinct vertical zonation reflects the habitat preferences or behavioral characteristics of aboreal birds, mammals, and invertebrates; vertical zoning tends to isolate them from otherwise coexisting species. The uneven canopy and presence of deciduous trees foster the growth of a well-developed understory of evergreen, shade-tolerant, and early-leafing species. As in riparian woodlands, this understory is an important food producer for nonaboreal mammals and provides year-round cover and shelter. Stands of this type are extremely stable as a wildlife habitat. The normal changes which occur with time (windthrow, old age mortality, and regrowth) have little effect on the overall value of the habitat type. However, since many of the trees are valuable, those outside the boundaries of the Bear Creek Recreation Area will probably be logged in the near future.

Even-aged timber stands occur throughout the project area. These stands are primarily composed of either Douglas fir (high-density planting) or grand fir. Of the habitat types occurring in the area, these are of the least value to wildlife. Although crowded, most of these stands are young and healthy. Little food grows beneath their tight canopy. An absence of diseased trees, snags and blowdowns reduces the number of holes and crevices

available for dwelling places. The even height of these stands also reduces the number of available vertical zones.

Large zones of brush or chaparral occur in old logged areas and on steep slopes covered with thin, stony soil. Much of this brush consists of maul oak, greenleaf manzanita and deer brush ceanothus. These are important wildlife foods, especially for deer. They are particularly valuable as a winter food source. This food source and cover are more than adequate for most animals. Nearby woodlands of all types are available for escape cover and shelter. Brushland habitat appears to be fairly permanent in this area. Unsuccessful reseeding attempts or repeated fires are reported to produce such semi-permanent brush fields.

Shrub growth is so dense that, once brush is established, tree seedlings are unable to compete successfully. This is unfortunate from the standpoint of timber production but desirable from the wildlife manager's point of view.

An 8.7-acre myrtle grove near the west end of the project has generated considerable interest. Douglas County has expressed a desire to purchase the grove for a park. Although myrtle (California laurel) is relatively common in California, in Oregon it is restricted to the southwest corner of the state. Myrtle is especially well-known for its machining qualities and variety of grain. Finished myrtlewood is among the highest priced of western hardwoods.

The proposed park site occupies a 50 to 100-foot wide bench adjacent to the Middle Fork of the Coquille River. The site supports a

variety of riparian vegetation, about 40 percent of which is myrtle. This old growth stand contains myrtle 80 to 100 feet high, with an average diameter breast height (dbh) between 20 and 30 inches. The Oregon State Highway Division has investigated the site and believes that it has park qualities. The land is presently in private ownership.

In summary, the quality of the project area as a wildlife habitat is above average; the habitat types are quite stable, although the brush fields may be gradually declining in food productivity, palatability, or availability as they age. The overall quality of the area could be improved by: (1) thinning the even-aged stands to allow understory development, (2) reducing the size of brush fields (and thereby increasing the amount of edge) by patch clearing and reseeding for timber species, (3) rejuvenating patches of brush by clearing and allowing reestablishment of brush fields. Figures 8 and 9 reflect the characteristic vegetation and wildlife in the Slater Creek-Mystic Creek area.

Archeological and Historic Resources

Prior to white settlement, the Middle Fork of the Coquille River was frequented by the Coquille Indians. These Indians obtained fish from the river, and camas and myrtle nuts from the surrounding land. It is likely that their permanent settlements were on the lower reaches of the Middle Fork, as local topography and food resources were not especially conducive to continuous occupation. Early records maintain that in 1890 an aging chief identified the names of 32 Coquille Indian villages. Although their exact locations are unknown, the villages were probably on

all of the principal tributaries of the Coquille River. The Oregon State Museum of Natural History does not have any information related to archeological sites in the project area. However, only an archeological reconnaissance can ascertain whether or not sites exist.

From time to time, early survey parties have worked in the area and, on at least one occasion, left an historic memento (Figures 10 and 11). A large boulder on a proposed highway alignment (Alternative 1) bears the following inscription:

1889 Road Surveyors
Camped
Feb. 28 to Mar. 7

If the Oregon State Highway Division acquires the property on which the boulder is located, the historic relic will be relocated and preserved. The Oregon State Historical Preservation Office has no record of other historic resources in the project area.

Cultural Factors

Several small farmsteads are located a few hundred feet off Highway 42. Gravel or unimproved driveways provide access onto the highway. At this writing, only three of the farmsteads are occupied. One farmstead is leased; the other two are occupied by their owners. The sizes of the farmsteads preclude a commercial operation, although their gardens may be essential to family welfare. This may be especially true where the head of the household is either retired or disabled. The occupants of the farmsteads do much of their shopping in Camas Valley; some shop principally in Roseburg or Winston.

Figure 10
Historic Surveyors rock and unoccupied house

Figure 11
The inscription on the Surveyors rock reads: 1889 Road Surveyors Camped Feb. 28 to Mar. 7

Those that attend church do so in Camas Valley. Two school-aged children reportedly reside on one of the farmsteads. No minority groups reside in the project area. No occupied houses would be removed by highway construction.

Utilities

Two utility companies have interests in the vicinity of the Slater Creek-Mystic Creek section of Highway 42: the Coos-Curry Electric Cooperative and Pacific Northwest Bell. Only the Coos-Curry Electric Cooperative has physical facilities in the project area, however, Pacific Northwest Bell holds unoccupied, recorded easements.

The Coos-Curry Electric Cooperative has a 14.4 kv distribution power line that begins approximately 400 to 500 feet east of the western end of the project. The power line parallels the existing highway for about a mile. In addition, the Cooperative maintains an underground 25 kv power cable within State Highway Division right-of-way.

Title reports indicate that several easements for poles and wires are held by the old Pacific Telephone and Telegraph Company (now Pacific Northwest Bell). These easements were originally acquired for a toll line which has since been removed. The easements are not being utilized at the present time.

DISCUSSION OF ALTERNATIVES

Three construction alternatives and a "do-nothing" alternative have been considered by the Oregon State Highway Division (Figure 12). All of the construction alternatives would require the acquisition of new right-of-way, some of which is located within the Bear Creek Recreation Site.

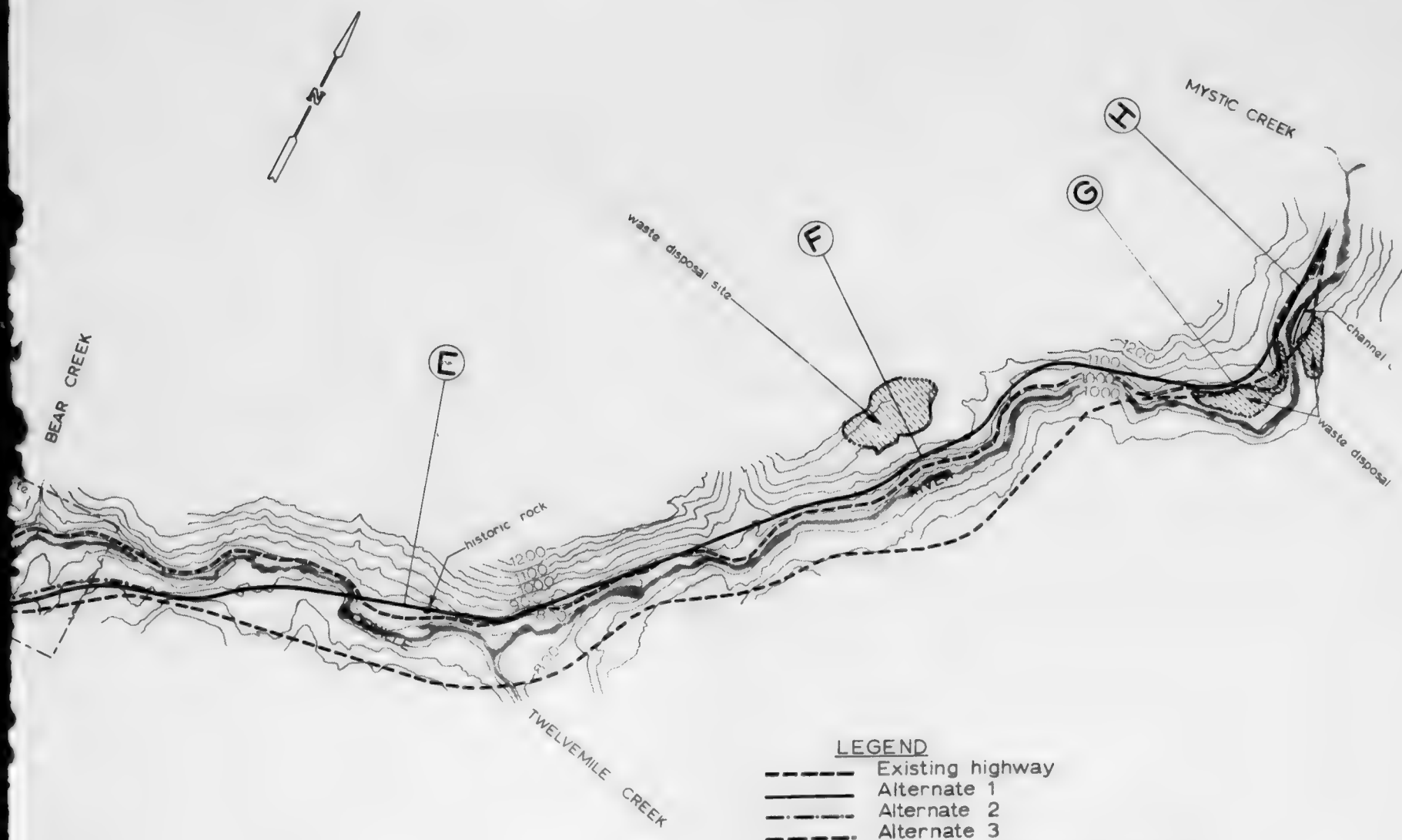
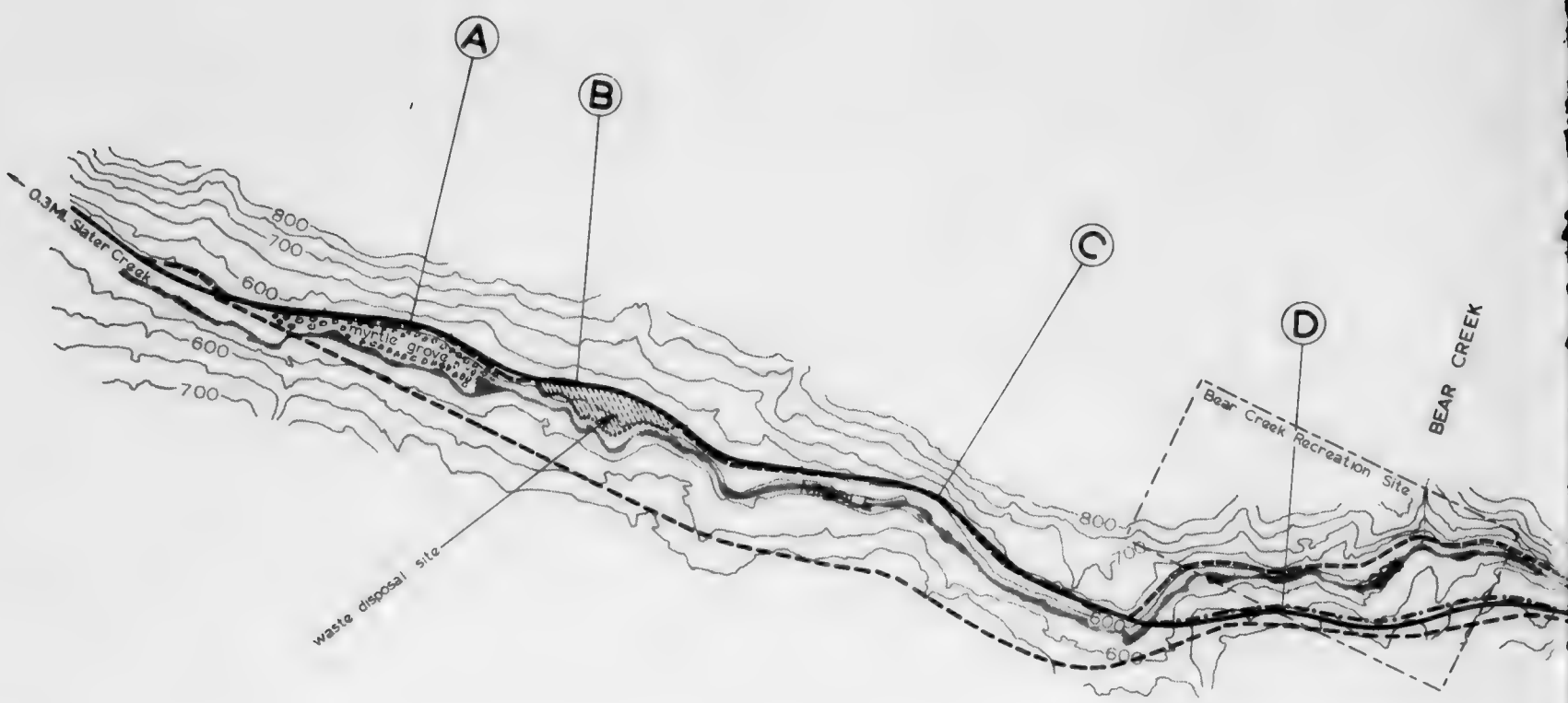

MYSTIC CREEK
H
G
F
E
waste disposal site
channel
waste disposal
historic rock
BEAR CREEK
TWELVEMILE CREEK
1200
1100
1000
LEGEND
Existing highway
Alternate 1
Alternate 2
Alternate 3
Ⓐ thru Ⓗ Representative cross sections

FIGURE 12


A
B
C
D
0.3Mi. Slater Creek
800
700
600
600
700
myrtle grove
waste disposal site
BEAR CREEK
Bear Creek Recreation Site
800
700
600
600

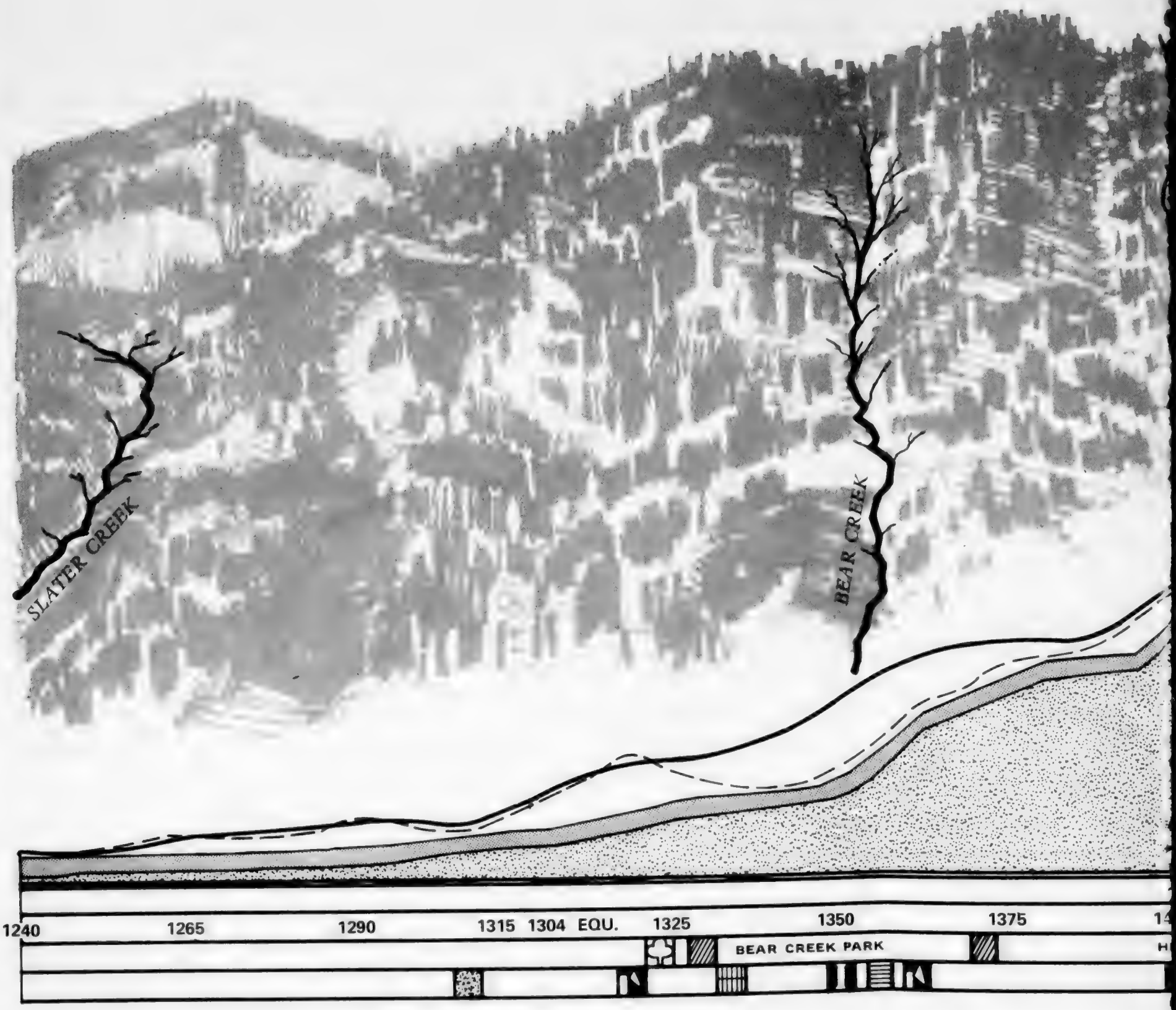


Figure 13

PROJECT A

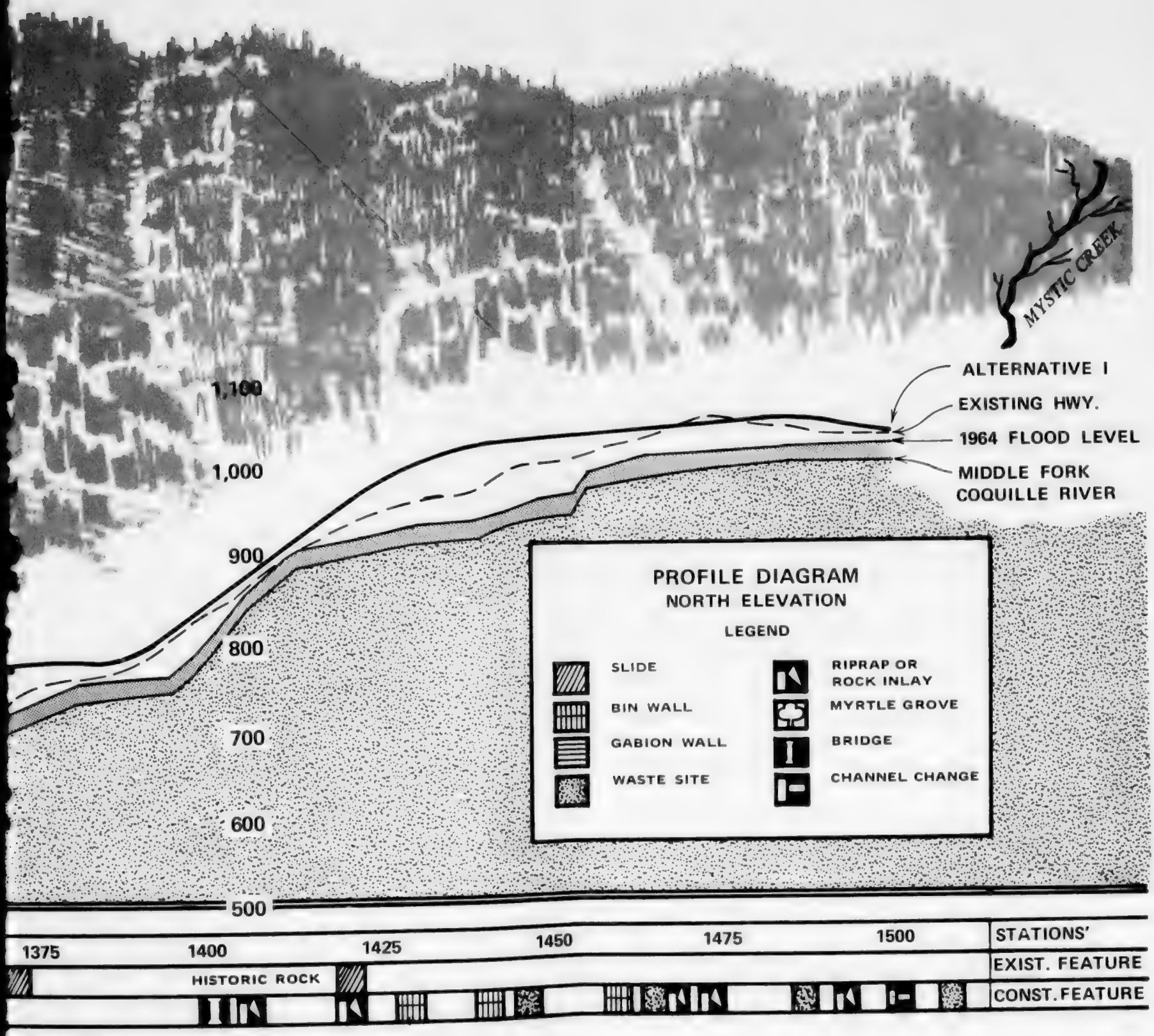


Figure 13

ECT AREA

Do-Nothing Alternative

The Do-Nothing Alternative implies that the present alignment of Highway 42 would remain unchanged. While this alternative would preclude any additional impacts on the physical environment, the impact on socio-economic environments may be significant.

Economic growth studies have indicated that regional growth is predicated on many factors, one of which is the improvement of Highway 42. The major basic industry in the Coos Bay area, timber, is undergoing a gradual decline, and employment in this industry has been declining as well. Offsetting this decline in timber output is growth in other industries, particularly in the tourist and recreation industries. Growth in these and other non-timber industries would be enhanced by greater accessibility, particularly from Interstate 5. This could be achieved by improving the alignment of Highway 42, thus reducing travel time and the inconvenience of the existing facility. The Do-Nothing Alternative would preclude or postpone the overall improvement of Highway 42 and the economic impacts associated with that improvement.

Apart from economic growth, the impacts of the Do-Nothing Alternative on safety must be considered. The Do-Nothing Alternative does not mean that traffic volumes would remain constant. Traffic volume projections indicate probable increases in the coming years, which, along with the condition of the existing highway, would increase the safety hazard and inconvenience of this highway section.

Construction Alternatives

Local topography restricts the number of construction options. This is particularly true of the highway section north of the Middle Fork,

where the existing highway abuts massive rock outcrops (Figure 4). Three alignment alternatives within the canyon of the Middle Fork have been considered. Two of the alignments (Alternatives 1 and 2) would incorporate large sections of the existing right-of-way. An additional alignment (Alternative 3) would utilize very little of the existing right-of-way. All three alignments would require extensive cuts and fills, riverbank protection and river crossings.

Alternative 1 - Alternative 1 would begin at the eastern terminus of the completed Remote-Slater Creek project. Project plans include twelve-foot travel lanes and eight-foot shoulders (where possible). Figure 12 indicates that the alignment would eliminate much of the present highway curvature. Much of Alternative 1 would be adjacent to the present alignment of Highway 42. The principal departure from the present alignment would occur in the vicinity of the Bear Creek Recreation Site, where rock bluffs and slide conditions warrant a river crossing. The alignment of Alternative 1 would essentially parallel the Coquille River through the recreation area. The alignment through the recreation site would be adjusted to provide maximum screening between the proposed highway and the day-use area and also to allow for park expansion. Approximately 5300 linear feet of new right-of-way would be required south of the Coquille River. After recrossing the river, the alignment would generally conform to that of Highway 42.

The construction of Alternative 1 would require a substantial amount of riverbank and slope protection in the form of riprap, bin walls and gabion walls (Figure 13).

Riprap has been proposed for combined slope and riverbank protection at several locations. Bin walls are proposed for five locations and a gabion

wall for one location. Their primary purpose is roadway support. Most of the riprap would be comprised of rock materials now sliding into the river.

The mountainous terrain of the project area provides little opportunity for slope-flattening. As a consequence, guardrail would be used extensively throughout the project. Approximately 2,400 feet of climbing lane is proposed for a section about midway in the project.

It is estimated that 550,000 cubic yards of soil and rock would remain after the construction of embankments. Four disposal sites have been considered to receive this excess material (Figure 12). The amount of waste material for each site is:

Waste Area A -- 3.5 acres, 115,000 cubic yards
Waste Area B -- 9.5 acres, 240,000 cubic yards
Waste Area C -- 4.6 acres, 180,000 cubic yards
Waste Area D -- 2.1 acres, 26,000 cubic yards.

These areas have all been logged previously and not replanted. There is some reproduction within Waste Area A, mostly brush. It is proposed to seed and mulch these areas and plant Douglas fir after waste material has been deposited. Waste Areas C and D abut a proposed river channel change. The grove of Oregon myrtle at the west end of the project would not be significantly altered through the implementation of Alternative 1.

The two proposed river crossings would be spanned by a 180-foot reinforced concrete deck girder bridge on the west and a 310-foot reinforced concrete deck girder bridge on the east (Figure 12).

Maintaining a relatively straight alignment on the eastern end of the project presents some design difficulties. The proximity of the river to the existing highway does not allow for much flexibility in design. In lieu of 20° reversing curves, the Oregon State Highway Division proposes a 600-linear foot channel change and accompanying bank protection (Figures 12 and 13). The channel change would allow for a riverward extension of the proposed highway.

Since the proposed alignment would require extensive excavation, no additional source of borrow materials would be necessary. Surfacing material could be obtained from several sources, none of which has been designated at this writing. Further studies are required, the results of which will be examined in the Final Environmental Impact Statement. In addition, the contractor will be required to submit a proposed plan for operation in and reclamation of the source. Figures 14 and 15 provide some indication of possible highway designs associated with Alternative 1. The total cost of construction is estimated to be about $2,400,000.00 (1971).

Alternative 2 - As Figure 12 indicates, the alignment of Alternative 2 would not be greatly different from that of Alternative 1. The principal difference is in the riverward projection of Alternative 2 in the western and middle sections of the project. This seemingly slight difference has significant environmental implications, however. In its riverward orientation, Alternative 2 would require greater fill sections. The amount of cut necessary to construct the project would probably be a little less than that required for the construction of Alternative 1. Right-of-way acquisition would be essentially the same.

TYPICAL CROSS SECTIONS

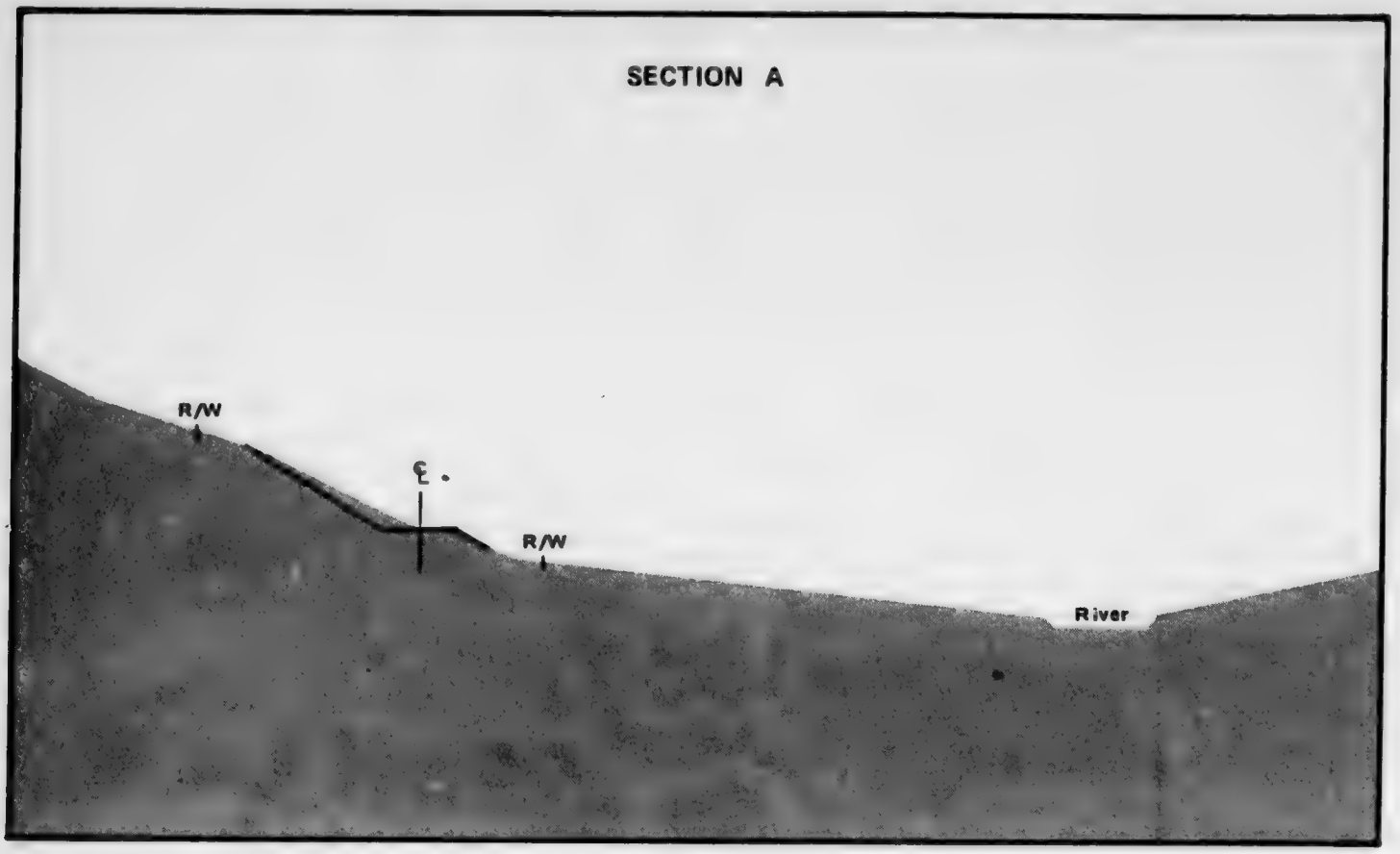
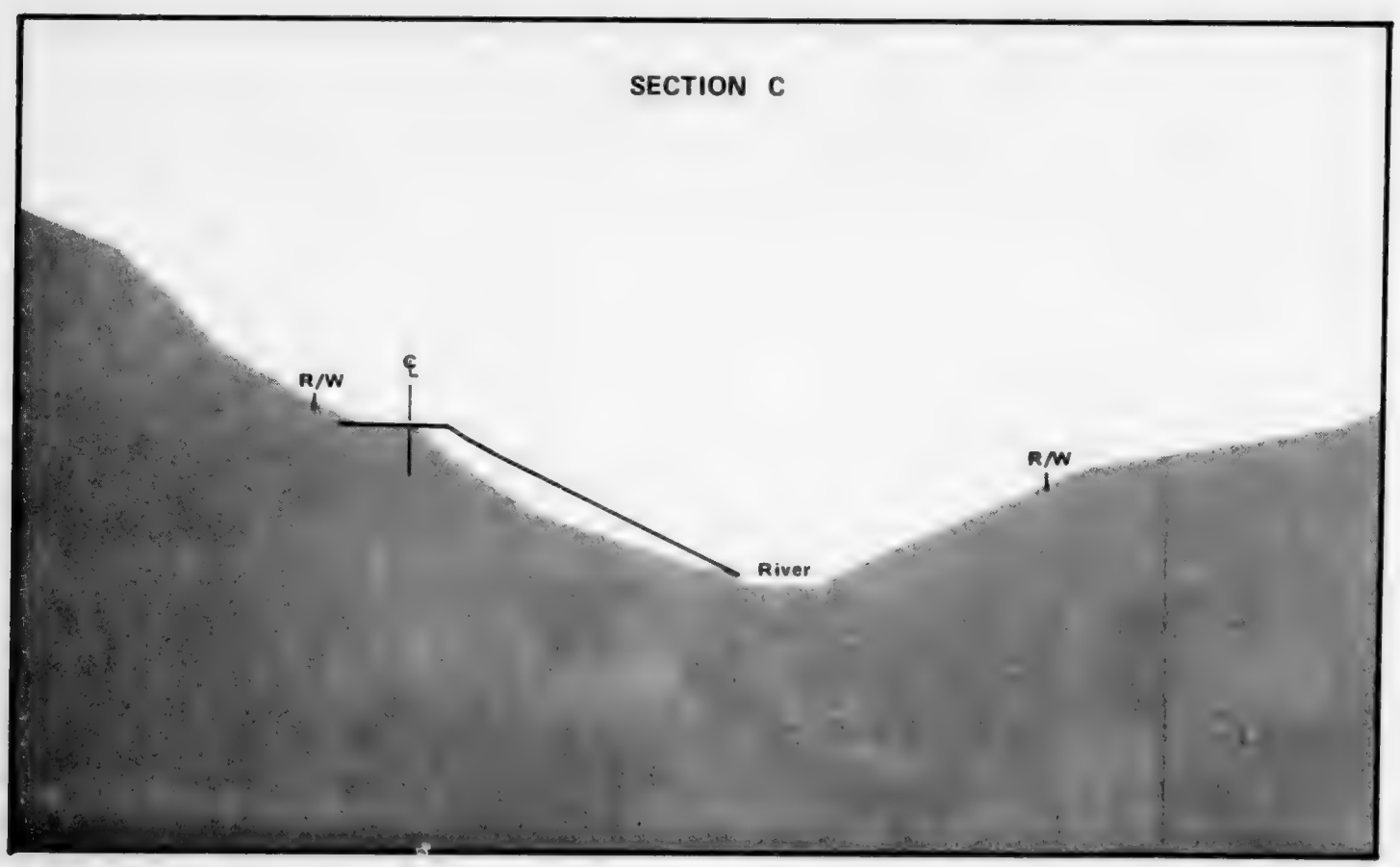


Figure 14



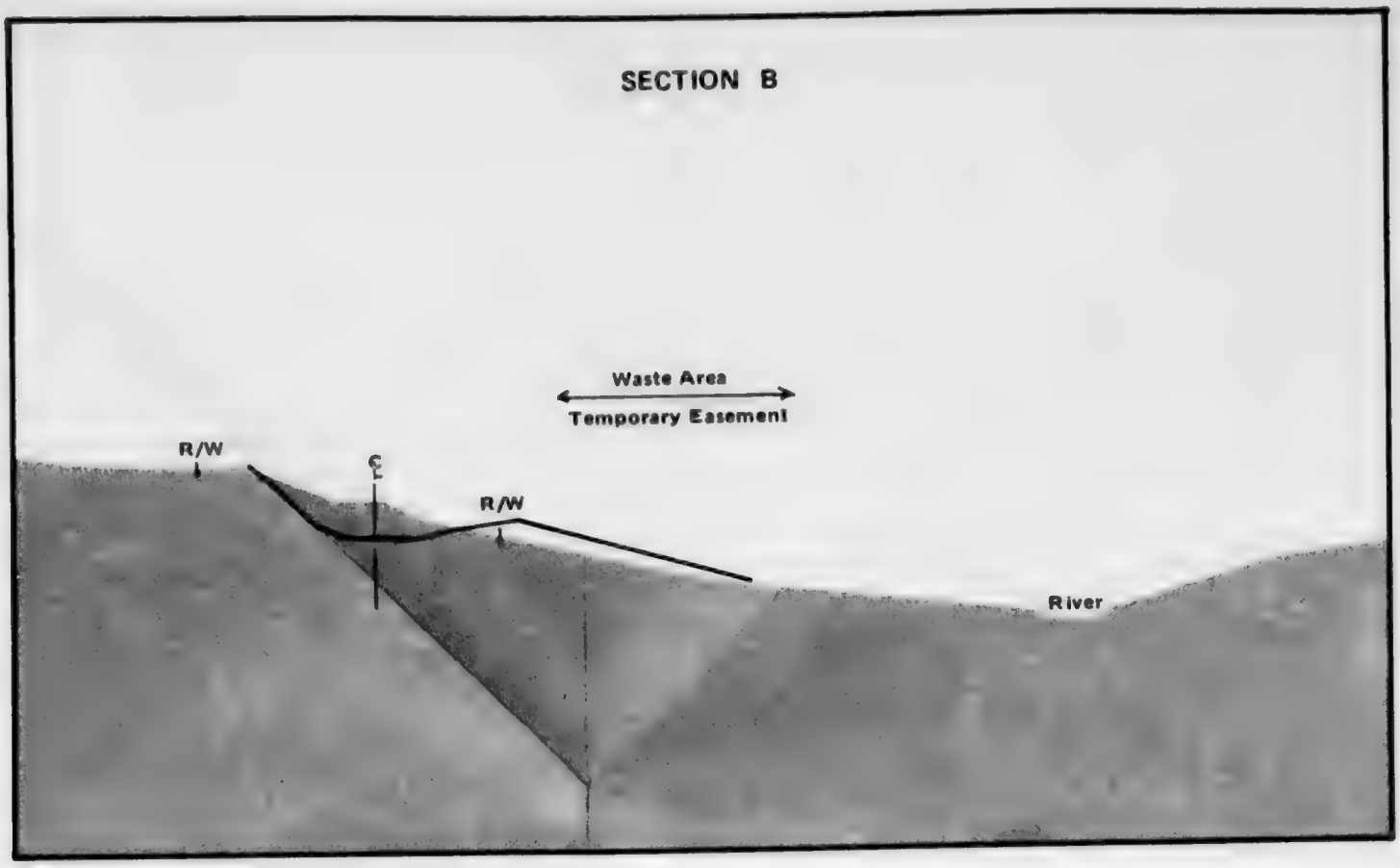
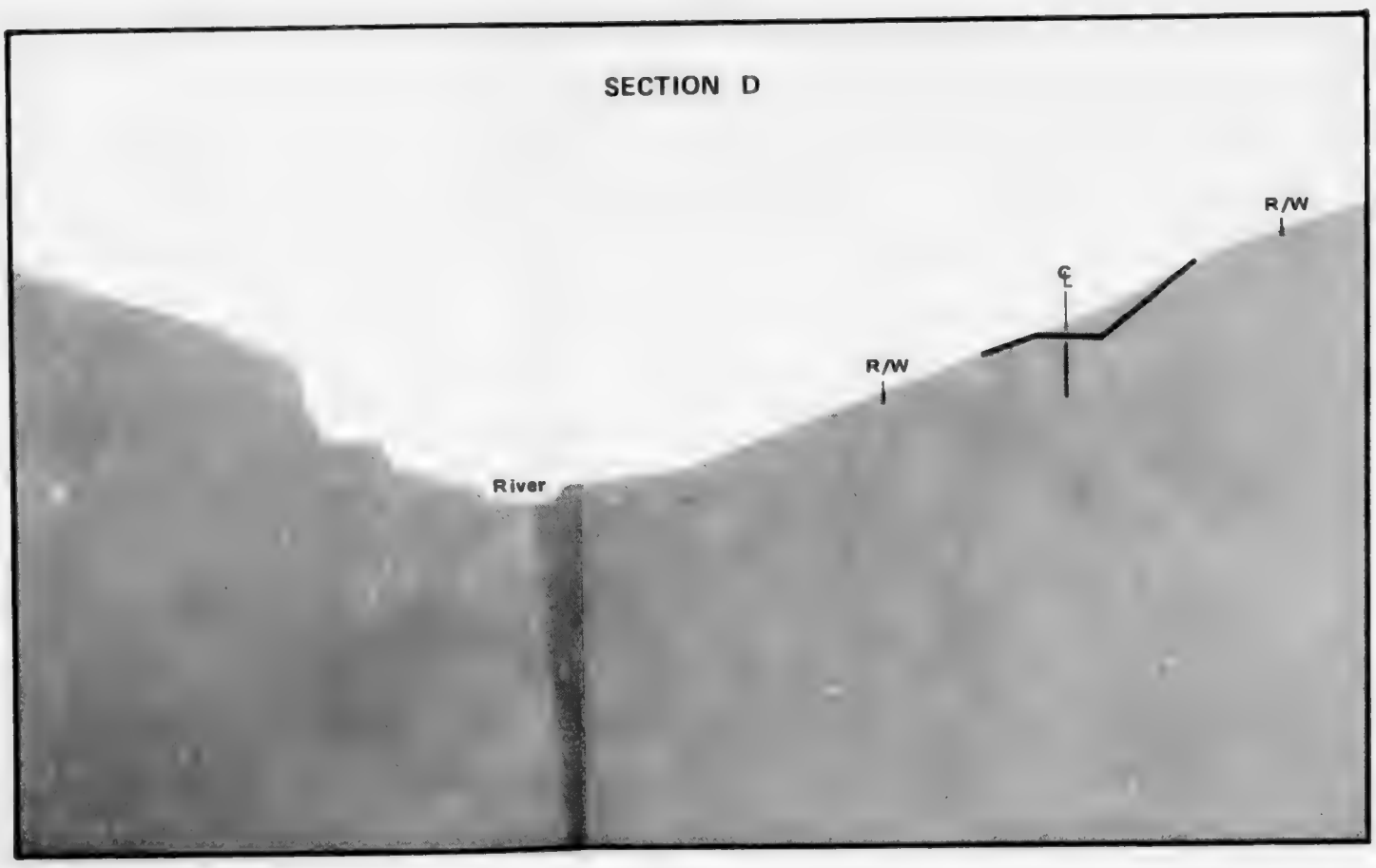

SECTION B
Waste Area
Temporary Easement
R/W
℄
R/W
River

Figure 14


SECTION D
R/W
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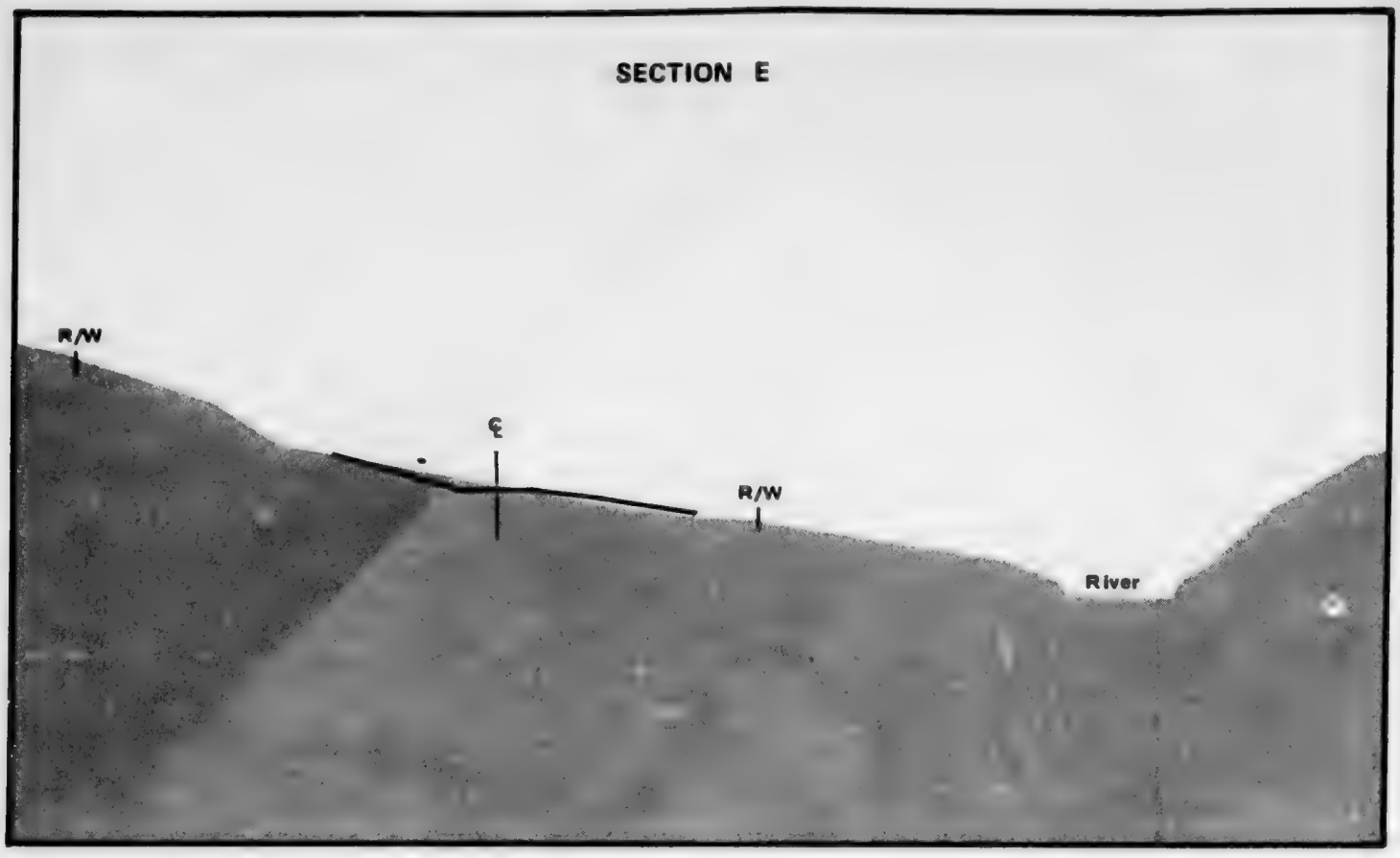
River

TYPICAL CROSS SECTIONS



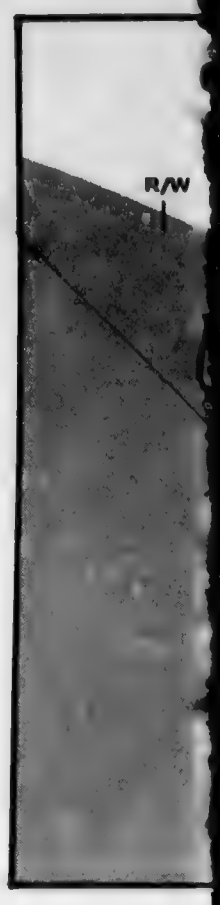
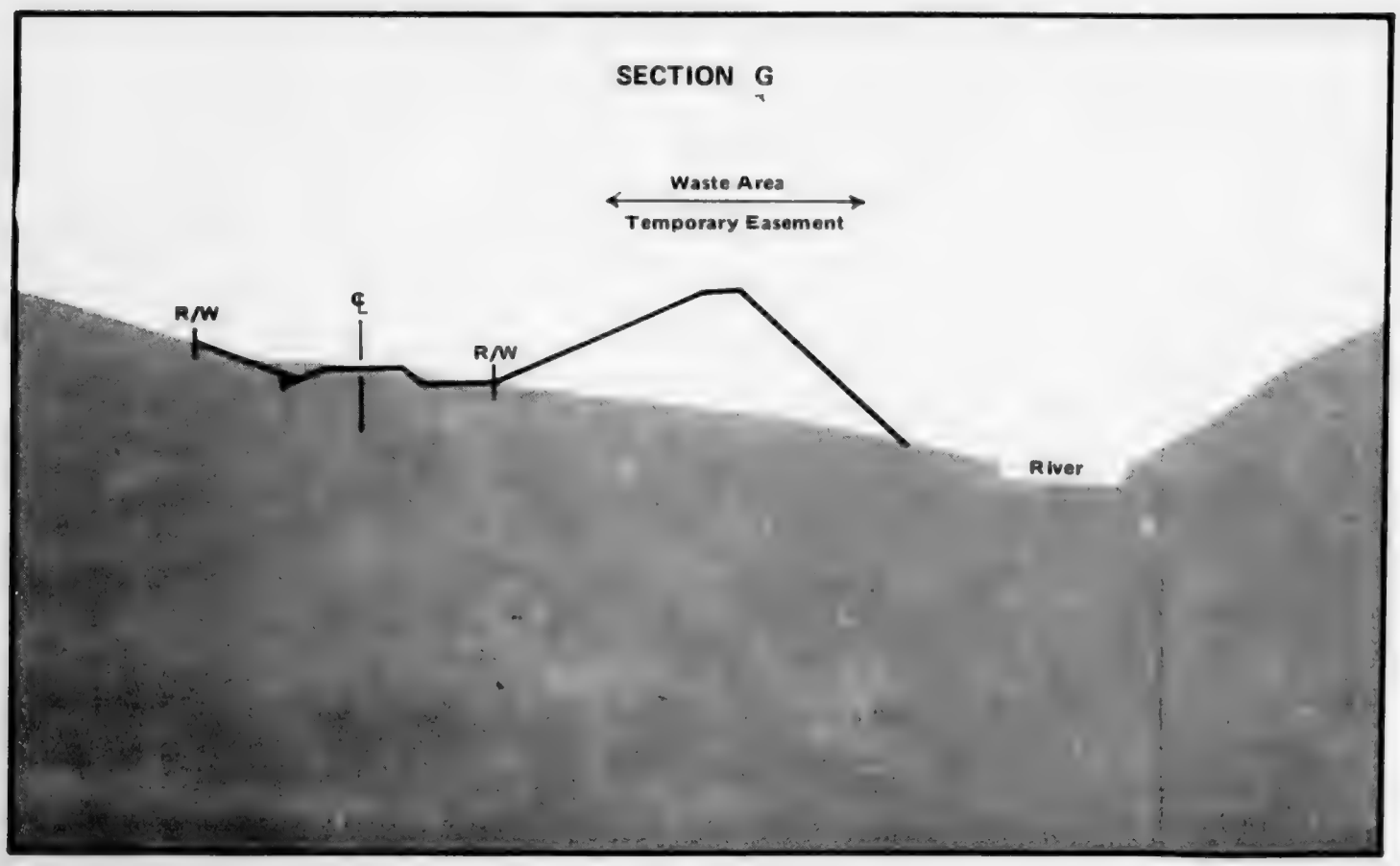
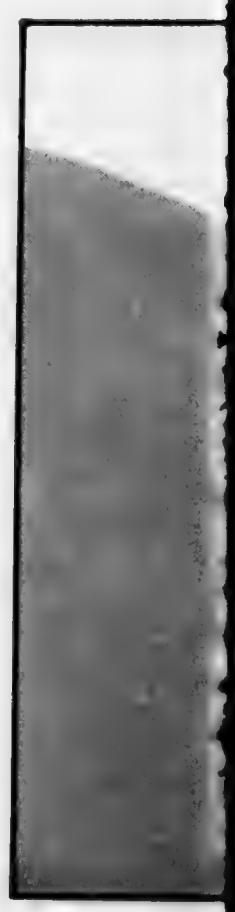


Figure 15





TYPICAL CROSS SECTIONS

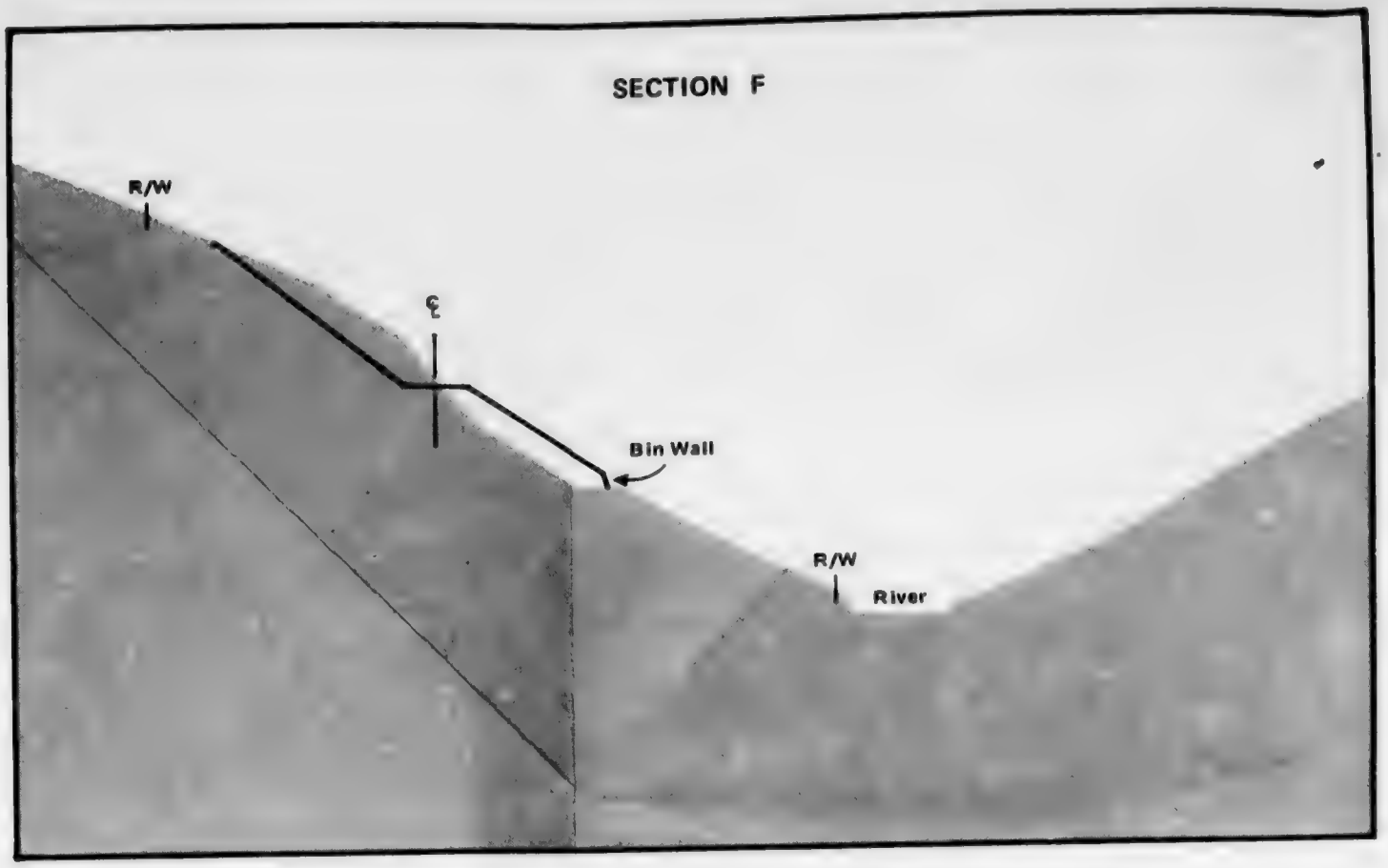
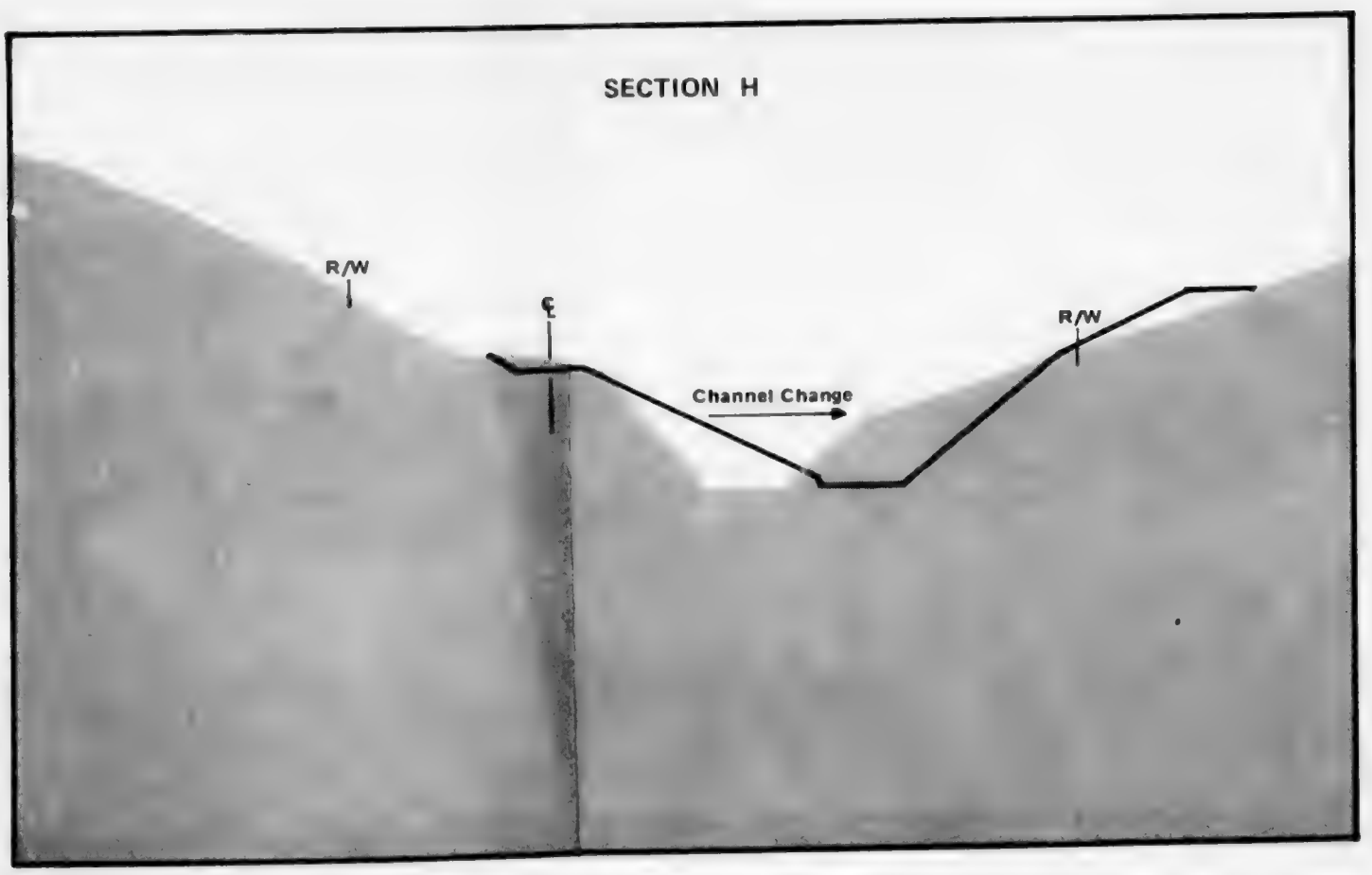


Figure 15



Alternative 3 - Alternative 3 (Figure 12) would utilize very little of the existing highway right-of-way. The alignment would be almost completely south of the Coquille River -- where no road presently parallels the river. The construction of Alternative 3 would entail extensive cut and fill sections and four river crossings. The alternative would also require substantial slope stabilization measures.

PROBABLE IMPACT OF ALTERNATIVES ON ENVIRONMENT

The most significant construction-related impacts are those concerned with highway safety, fish and wildlife habitat, stream erosion, waste disposal and recreation amenities. Noise abatement may be an important factor in the vicinity of the Bear Creek Recreation Site. Impacts associated with air pollution, utilities, and general cultural setting are considered to be minor for this particular project. The Oregon State Museum of Natural History has no record of archeological resources in the project area. However, an archeological reconnaissance will be initiated at the appropriate time.

Highway Safety

The need to improve highway safety has been substantiated in Oregon State Highway Division deficiency studies and traffic accident statistics. Each of the three construction alternatives would improve the highway curves, reducing the degrees of curvature and the number of curves from 85 to approximately 20. There are, however, other hazards. Landslide potential in the Slater Creek-Mystic Creek section must be considered as a serious highway hazard (Figure 4).

Oregon State Highway Division geologists have identified twelve areas that have at one time been the sites of active landslides. Some are still active. Any action that would disturb slope stability must include mitigation. A general slope stability plan has been proposed for Alternative 1, but not for Alternatives 2 and 3. Tentative plans for Alternative 1 would include riprap, bin walls and a gabion wall. Slope stability requirements would be similar for Alternatives 1 and 2.

Because so much of Alternative 3 is within new right-of-way, geological hazards are not as well known. However, slides and slide-prone areas have been mapped along most of Alternative 1. Several slopes denuded by logging operations present prime conditions for soil movement. In addition, the wetting and drying of exposed bedrock surfaces may promote the physical breakdown of the rock slopes. The dip of the rock units (15°N) toward the river also contributes to slide activity. Of the three construction alternatives, Alternative 3 would probably present the greatest difficulty in maintaining slope stability and highway safety.

While access into the Bear Creek Recreation Site from Highway 42 is not considered to be a safety hazard, it does merit consideration. Access details will be developed with the cooperation of the Bureau of Land Management if one of the construction alternatives is implemented.

People crossing the highway also constitute a safety hazard. It has been proposed to fence sections of the highway in the Bear Creek Recreation Site to discourage pedestrian traffic from crossing the road. Since

Alternative 2 has the greatest encroachment on the park's day-use area, it may be most susceptible to problems related to pedestrian traffic.

Wildlife Habitat

Any new alignment would eliminate a significant amount of wildlife habitat, particularly if large embankments are constructed. Since Alternatives 1 and 2 would utilize much of the existing right-of-way, they would eliminate less wildlife habitat than would Alternative 3. The wildlife habitat that would be affected by the construction alternatives is essentially the same in composition and productivity.

The primary impacts associated with Alternative 1 and, essentially, Alternative 2 would be:

1. Approximately 100 acres of land would be cleared and grubbed; this process would strip the vegetation and organic soil on areas presently occupied as follows:

   a. Hard-surfaced roadway and graveled surfaces presently exist on approximately four acres. Its present value to wildlife is minimal.

   b. Riparian woodlands occupy about 33 acres and include approximately 1400 trees.

   c. Mature "mixed evergreen" forest occupies approximately 29 acres and includes an estimated 2000 trees.

d. An even-aged stand of Douglas fir occupies approximately seven acres and includes approximately 6800 trees.

e. Approximately 42 acres are occupied by brush or chaparral.

2. Individual animals (birds, mammals, invertebrates) which presently occupy these lands would either be killed in the construction process or forced to seek suitable habitat outside the right-of-way. Because there are definite limits to the carrying capacity of adjacent habitat and because population levels in these adjacent areas are already established, the influx of immigrants from the right-of-way would eventually result in animal mortality commensurate with the number of animals displaced.

3. The area to be cleared would have little value to wildlife until some vegetative cover is reestablished, or until mulch or seed is applied, a period of time which could vary from days to months.

4. The land to be irretrievably committed to road surface (approximately 39 acres) would have only limited use by wildlife (acquiring grit; feeding, by scavengers and predators; or sunning; as in the case of cold-blooded wildlife).

Secondary impacts would be as follows:

1. Landscaping of the remaining 72 acres of right-of-way would serve to establish a new habitat type within the present area. Initially,

this habitat would consist of grasses; the intensity of subsequent maintenance would determine how rapidly brush becomes reestablished.

Infrequent mowing would allow brush to invade the right-of-way, probably within 5 to 10 years. Although this would increase the value of the land for wildlife, it would produce some negative results: wildlife sight distance in the right-of-way would be reduced, a factor which leads to increased highway mortality among wildlife. In addition, the habitat within the right-of-way would become attractive to wildlife; this would also tend to increase highway wildlife mortality.

2. Highway mortality of wildlife: deer have been killed or injured by vehicles along this general stretch of highway. Because the State Wildlife Commission has no program which includes reporting wildlife accidents, precise numbers are not known. Because the highway proceeds through a narrow defile, near a river, and through excellent wild habitat, wildlife mortality involving many species is bound to be high in this area.

Relocation and improvement of the existing road would produce effects which have a tendency to both increase and decrease highway-related wildlife mortality.

(1) Factors tending to decrease highway/wildlife mortality:

a. Increased driving sight distance and less desirable habitat along the right-of-way will tend to reduce highway mortality.

b. Larger cuts and fills serve to isolate the road from surrounding terrain; this also serves to concentrate wildlife crossings into fewer areas, since there are fewer terrain/road situations which favor wildlife crossings.

(2) Factors tending to increase highway/wildlife mortality:

a. Higher vehicle speeds tend to nullify the effect of increased sight distance (time, ability to maneuver, ability to stop).

b. Fast-moving vehicles generally trap birds in flight more frequently than do vehicles traveling at slower speeds.

c. Seed, mulch, fertilizers, or soil additives are often wildlife attractants. Wildlife may be drawn to the right-of-way after landscaping or soil treatment and thus be placed in jeopardy.

d. Since the new road would be wider (with or without the addition of a climbing lane), the time required for an animal to cross the road would be longer; however, drivers would be able to avoid animals with a greater degree of safety.

The four areas designated as waste disposal sites (Figure 12) must also be considered temporarily lost for wildlife habitat. Project proposals specify reseeding and planting.

The loss of wildlife habitat through the implementation of Alternative 3 can be surmised from the foregoing discussion and reference to Figure 12. Considering that Alternative 3 would require extensive excavation and embankment, the loss of habitat would be considerable.

Aquatic Habitat

The impact of highway construction on aquatic life should be considered in terms of immediate impact and long-range impact. The principal actions affecting aquatic life include the placement of riprap, alteration of the river channel, removal of streamside vegetation, and construction activities along tributaries or above the Coquille River.

1. Placement of Riprap - All construction alternatives would require the use of riprap to stem slope and streambank erosion. The use of riprap has both advantages and disadvantages. In stabilizing banks or slopes, riprap curtails the movement of fine-grained material (silt) into the stream, which may be detrimental to aquatic life. The use of riprap also tends to alter the natural meander pattern of the river. In addition, the placement of riprap eliminates small streamside vegetation at the point of contact. The elimination of vegetation may in turn promote higher stream temperatures. During the low-flow stages of summer, a rise in stream temperature may be lethal to certain aquatic life.

2. Stream Channelization - There are several significant impacts associated with stream channelization (Alternative 1). Channelization may

produce changes in streamflow characteristics, which in turn could adversely affect aquatic life. However, hydraulic studies related to the proposed channel change indicate that no significant changes in stream depth and velocity are anticipated. Although a zone of downstream turbidity, siltation, and depressed oxygen levels would occur, the situation would likely be temporary. Erosion of channelized slopes can be expected during the rainy season following construction. Siltation may be alleviated by placing obstructions in the stream channel to produce pool and riffle areas.

3. River Crossings - The construction of in-channel bridge piers can be expected to produce a temporary zone of turbidity and depleted oxygen levels. In addition to disturbing the streambed, bridge construction would result in the elimination of some streamside vegetation and siltation from newly constructed bridge approaches. It is important to prevent gasoline and oil drainage from bridges entering the Coquille River. Construction alternatives having the fewest stream crossings would be the most desirable.

4. Landslide Activity - The movement of loose soil and rock into the Coquille River would have a decidedly adverse effect on aquatic life. This would be particularly true when slide activity is continuous. Construction alternatives that would jeopardize slope stability must be taken into full account. Alternatives that require extensive new right-of-way along the river can be expected to produce problems in slope stability.

5. Erosion from Cut and Fill Slopes - Fine-grained materials eroded from cut and fill slopes would be deposited in the Coquille River.

Although planting and seeding of slopes has been proposed, introduced vegetation would not be immediately effective in stemming erosion. The area of fill slopes facing the river would be minimized by the placement of riprap, bin walls and a gabion wall.

6. Waste Areas - Topography and hauling costs severely limit the possible location of waste areas. The four waste areas which have been tentatively designated (Alternative 1) may be detrimental to aquatic life. It is probable that a significant quantity of fine-grained materials would be carried into the Coquille River from hillside locations during the rainy season. Without proper drainage provisions, one hillside area may become saturated and develop slide potential. Two waste areas would occupy what is presently a marsh habitat. These sites are within the twenty-five-year floodplain and therefore would be subject to periodic erosion into the river. Marshes are the breeding grounds for some important species of fish food organisms, are a nutrient source for the river, and are an important part of the highly interrelated aquatic-riparian community. Although construction proposals include seeding the waste piles with grasses, vegetation must be well established to stem erosion.

Further study is required before final designation of waste areas; the conclusions of this study will be presented in the Final Environmental Impact Statement along with plans for mitigation. In addition, before the contractor begins work, he is required by contract to submit and receive Oregon State Highway Division approval of a proposed operation and reclamation plan. The purpose of the plan is to insure that development and reclamation of waste areas and materials sources cause little environmental harm. The contractor must specify plans for the type of equipment to be

used; temporary erosion control and abatement of pollution; construction, maintenance, and disposition of haul roads; contour of the area after work has been completed; planting, seeding and mulching of disturbed areas; and visual screening of landscape scars.

Recreational Amenities

Much of the Coquille River drainage is utilized by recreationists. Recreational activities include hunting, fishing, swimming and nature studies. All of the construction alternatives would diminish recreational quality to some degree. Since attitudes regarding recreational quality are so variable, however, assessment of the losses is difficult.

Six recreation-related impacts can be associated with the alternatives under consideration:

1. The impingement of highway alignment on a proposed park site.
2. The removal of mature Douglas fir in the Bear Creek Recreation Site.
3. The displacement of park utilities in the Bear Creek Recreation Site.
4. The impairment of scenic amenities by highway cuts, fills and waste areas.
5. Loss of fisheries through stream siltation.

As now conceived, Alternative 1 would impinge on the 8.7-acre myrtle grove at the west end of the proposed project (Figure 13). Alternative 1 was originally projected south of its present alignment. Since the initial alignment would eliminate a number of large myrtle trees, the

projected alignment was shifted away from the river. This shift would move Alternative 1 north of the proposed park; Alternative 2 would slightly impinge on the proposed park; and Alternative 3, being on the opposite side of the river, would miss the proposed park altogether. Whether or not the site will actually become a park is undecided.

The removal of mature Douglas fir within the Bear Creek Recreation Site must be considered to be detrimental to scenic amenities. To many recreationists, these large trees impart a sense of solitude and enhance the park setting. Any of the three construction alternatives would require the removal of over 700 trees between 60 and 160 years of age.

In traversing the Bear Creek Recreation Site, Alternatives 1 and 2 would eliminate a drinking water facility. The Bureau of Land Management considers this facility to be substandard, however, and will replace it with another to be located on the north side of the river. None of the construction alternatives would affect the new drinking water facility.

It has been determined that traffic noise generated by Alternatives 1, 2 and 3 would not constitute a significant impact on recreational amenities, providing traffic is not increased beyond the projected volumes. In the vicinity of the Bear Creek Recreation Site, alignment elevations would be 50 to 100 feet above the day-use area. This increased elevation would place the park in a noise shadow zone, lessening noise impact. Log trucks and chip trucks constitute the greatest source of noise in the Slater Creek-Mystic Creek area. An alignment that would lessen the grade and straighten the curves of the existing highway would reduce present noise levels.

Two locations were tested for existing sound levels in the Bear Creek Recreation Site. The first location is in the north bank picnic area, approximately 60 feet from the edge of the nearest traffic lane. At this location, the road is closer now than it would be after realignment. The second location is in the south bank picnic area, approximately 110 feet from the nearest traffic lane, and about halfway between the existing alignment and that of Alternative 1. Measurements taken October 15, 1973, indicate that existing noise levels are within FHWA criteria (70 dBA, L_{10}) for this type of facility.

Noise levels associated with Alternatives 1, 2 and 3 would be within the FHWA standards. Using a nomograph and correcting for elevation, noise levels in most areas of the park were estimated to be between 45 and 50 dBA, L_{10}, after construction.

It would also be desirable to leave any existing plantings. Additional evergreens would increase the psychological feeling of isolation and quiet.

The loss of sports fish through river siltation, alteration of the streambed, rising stream temperatures and stream pollution is a distinct possibility. Because the nature and degree of adverse impacts cannot be ascertained, predicting fish loss is difficult at best. The number of stream crossings and the possibility of greater slide activity associated with Alternative 3 tend to make this alignment the least desirable of the three. The impacts generated by Alternatives 1 and 2 would be similar to each other. Siltation from the proposed waste disposal sites and channel change would probably be the most significant impacts.

Highway cuts, fills and waste areas could constitute a form of visual pollution if not properly treated. Microclimatic and soil conditions may combine

to make revegetation difficult on south-facing slopes. In some instances, fill slopes may smother the root systems of trees within the right-of-way.

The rehabilitation of waste disposal areas is considered to be especially important in maintaining the scenic amenities of the Slater Creek-Mystic Creek section. Two probable (or conceivable) impacts associated with the riverside disposal areas are:

1) Deposits of insufficiently compacted material may be susceptible to rapid erosion during flooding.
2) Nonconformity in placement of material may not be compatible with the natural terrain.

The hillside site, while not obvious to eastbound traffic, lies in direct line of sight of westbound travelers. The focal view of the site is approximately 30 seconds at 50 miles per hour design speed. It was hoped that the existing trees along the present alignment would screen the site. However, these would prove to be ineffective, as the site lies above tree height on a barren slope (Figure 15, Section G). Such a visual scar, even though planted with small Douglas fir seedlings, would take five or more years to recover.

To conclude, all construction alternatives require cuts and fills that could impair scenic amenities. Alternate 3 would require extensive construction in an area presently recuperating from logging activities. All construction alternatives would require cuts and fills abutting the Bear Creek Recreation Site. This impact statement assumes that the waste disposal areas associated with Alternative 1 would also be designated for Alternatives 2 and 3.

Air quality studies do not indicate significant impacts associated with any of the construction alternatives.

Stream Erosion

The influence of the three construction alternatives on stream erosion has raised questions related to:

1. the effects of rechannelization,
2. the placement of riprap,
3. effects of bridge piers, and
4. possible damage to recreational swimming areas.

The effects of stream channelization is applicable only to Alternatives 1 and 2.

Effects of Rechannelization

Only one channel change is proposed (Figure 12). Hydrologic data indicate that the following peak flows could be expected at the channel change:

Frequency	Peak Flow
2-yr.	2300 cfs.
5-yr.	3650 cfs.
10-yr.	4650 cfs.
25-yr.	6000 cfs.
50-yr.	7000 cfs.
100-yr.	8100 cfs.

The flood gradient in this reach as determined for the 1964 flood is about 0.37%.

Estimates of flow depths and velocities for existing conditions and the channel change are tabulated below:

Design Frequency	Discharge cfs.	Existing Channel		40-foot Channel Change with 1-1/2:1 Slopes	
		Depth	Velocity	Depth	Velocity
2-yr.	2300	9.5	4.6	8.5	4.5
5-yr.	3650	12.5	5.0	12.0	5.0
10-yr.	4650	14.5	5.3	14.0	5.4
25-yr.	6000	16.5	5.8	16.5	5.8
50-yr.	7000	19.0	5.7	19.5	5.8
100-yr.	8100	20.5	6.0	21.0	6.2

Bank erosion could be a problem in two areas along this reach. One area would be the unprotected bank along the channel change across from the highway. The degree of erosion would depend upon the type of soil and the speed with which the bank becomes revegetated. Another area is located at the downstream end of the channel change along the highway embankment. Abrupt termination of the riprap leaves the streambed unprotected against impingement of a redirected current.

Bank Protection Along The River

As previously indicated, riprap has been proposed for several locations along this project. There is some question as to whether or not the suggested protection will be used. The size of riprap has not been determined.

Channel flow in the Slater Creek-Mystic Creek section is characterized by tumbling flow over large boulders (30-70 cubic yards in size) and an average stream gradient of 5 percent. Average streamflow velocities of 16 fps. can be expected during heavy runoffs, together with significant energy losses in the boundary layer, resulting in bed movement and erosion.

Effects of Bridge Piers

The effects that bridge piers would have on the channel environment cannot be precisely determined at this time. Construction of piers in the river would influence current direction and turbulence to some extent.

Effects on Recreational Swimming Areas

The construction alternatives under consideration would have no appreciable effect on the quality of the recreational swimming areas.

Housing and Utilities

None of the construction alternatives would physically remove any of the occupied residences within the project area. The proposed alignments of Alternatives 1 and 2 would require the removal of an unoccupied farm building, however. The centerline of Alternatives 1 and 2 would come within 170 feet of an occupied farmhouse. In this instance, the house is situated on a hillside approximately 40 feet above the elevation of the proposed

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grade. Distances from the proposed centerline to other occupied houses are over 200 feet. The principal impacts of Alternatives 1 and 2 on residences would be related to the noise and inconvenience of construction activities. The construction of Alternative 3 would include the abandonment of most of the existing highway. In such a case, access from the occupied farms to the new highway would have to be provided. Alternative 3 would not require the removal of any buildings.

The construction of Alternatives 1 and 2 would require the relocation of eight power poles belonging to the Coos-Curry Electric Company. The company is somewhat familiar with Alternative 1 and does not foresee any difficulties in relocating the 14.4 kv distribution power line.

Alternative 3 would have no significant impact on existing utilities.

Influence on Existing Land Use

Aside from the physical alteration of the landscape, the probable influence of the three construction alternatives on present land use is not considered to be significant. By far the greatest percentage of the surrounding land has been logged for commercial timber. There is very little commercial timber remaining outside of the Bear Creek Recreation Site and the myrtle grove at the west end of the project. Since the productivity of the land is marginal for any commercial enterprise other than timber production, significant land-use changes stimulated by realignment are not foreseen.

Table 1 summarizes the approximate amount of right-of-way acquisition required for each construction alternative. The low total for

Alternative 1 reflects the greater utilization of existing highway right-of-way. The conversion of recreation land to highway right-of-way would probably constitute the most significant shift in land-use priority. This is a value judgment, however. A discussion of probable impacts on the Bear Creek Recreation Site is formalized in the 4(f) statement, which is treated as an integral part of this document.

The implementation of any construction alternative would eliminate portions of the existing highway. Right-of-way not utilized in the construction of a new alignment or access from residences to a new alignment would either be transferred to County administration or revert to abutting ownership. The implementation of Alternative 3 would result in the greatest amount of right-of-way revision.

The predicted impact of the three construction alternatives on residential properties is not considered to be great enough to generate significant changes in land use.

TABLE 1

	Alt. #1	Alt. #2	Alt. #3
**Private Timberland	50	*	55
**Private Farmland	62	*	55
Federal Land (BLM)	20	*	45
Total Linear Feet	24,800	*	25,400
Total Acreage	132	*	155

*Acreage approximately the same as Alternative 1.
**Land largely cut-over.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

The irretrievable commitments of resources resulting from highway construction can be identified in terms of aesthetics, commercial timber, and land that might otherwise be used for different purposes. While there are irreversible and irretrievable commitments associated with each of the construction alternatives, the degree of commitment varies considerably.

Aesthetics

The removal of mature trees within an area that is largely logged-off land must be considered as an irretrievable commitment of aesthetic resources. The fact that the majority of the trees are located in a recreation site tends to emphasize the commitment. Although some indication of aesthetic degradation can be obtained from a count of trees lost, this is only a superficial measurement. The total loss of aesthetic quality would be difficult to measure.

Any interruption of the natural setting of the Coquille River Canyon is a form of visual pollution. Although the large cut-over areas south of the river do not comprise natural landscapes, in time they will revegetate. The construction of a highway as proposed in Alternative 3 would transect these cut-over lands and effectively contain the Coquille River within two man-made lines -- the old highway and the new alignment. Although Alternatives 1 and 2 would also constitute an irretrievable commitment of aesthetic resources, the degree is somewhat less. The alternative that would utilize the greatest portion of the existing alignment would be most favorable in terms of commitment of scenic resources.

Commercial Timber

All three construction alternatives would require the removal of commercial-sized timber, principally in the Bear Creek Park Recreation Site. These trees are predominantly Douglas fir ranging in age between 60 and 160 years of age. The approximate acreage of timber that would be removed is similar for all three alternatives.

Land Committed to Highway Construction

Under ordinary circumstances, land utilized in highway construction is considered to be irretrievable. The approximate amount of right-of-way acquisition required for each construction alternative is summarized in Table 1.

RELATIONSHIP BETWEEN SHORT-TERM USE AND LONG-TERM PRODUCTIVITY

The immediate effect of highway realignment has been described primarily in terms of physical impacts. Another anticipated impact is a reduction of traffic accidents in the Slater Creek-Mystic Creek section. Although the proposed project is a part of an Economic Growth Center program, economic benefits are not expected to be fully realized until all of the related highway projects have been completed. The Slater Creek-Mystic Creek project is not expected to generate any significant socio-economic changes in the construction area on either a short-term or long-term basis.

SUMMARY OF IMPACTS AND MITIGATIVE ACTIONS

Although many specific impacts can be associated with each construction alternative, mitigative actions have been developed principally for Alternative 1. If Alternative 2 or 3 is selected for construction, mitigative actions would be developed, along with comprehensive design plans.

Erosion and Siltation

The exposed areas of cuts, fills, channel changes and waste sites would be most susceptible to erosion prior to revegetation. Mitigative actions include planting grass and shrubs where feasible. Bin walls have been proposed for five locations and a gabion wall for one location to stem landslides and stream erosion. The walls would also minimize the movement of silt into the Middle Fork of the Coquille River. Riprap has been proposed for bridge ends, the channel change and areas of particularly active riverbank erosion.

Highway Division geologists have identified active and potential landslides on both sides of the Coquille River. Precautionary or mitigative actions would include constructing adequate slope drainage, placing riprap at the toe of unstable slopes, grooming slopes to a stable angle of repose, and planting grass or other vegetation where feasible.

Much of the stream channel in the project area is characterized by tumbling flow over large boulders. Considering the turbulence of the stream and the probability that sandstone would be employed as riprap, it

has been suggested that three-cubic-yard minimum-sized rock be mined in a rectangular shape and placed at strategic riverbank locations. This riprap would be placed individually by a crane to ensure that floodwaters would encounter a smooth and continuous surface. The proposed slope protection would have a minimum thickness of 6 feet normal to the slope. The height of the slope protection would be about 30 feet.

Boulder protrusions into the main channel which diverts the current toward the embankment should be removed. This would increase the available waterway area and redirect the current away from the embankment in slide areas.

The construction of a channel change requires special consideration. The existing channel is rougher than the proposed channel change because of streamside vegetation and channel characteristics; however, an assumption is made that the channel change could be constructed with a similar roughness by placing large rocks in the channel. This would enhance fish habitat. Even if this were not done, there still would not be an appreciable variation from flow conditions in the existing channel, since the streamflow regime is subcritical and therefore subject to backwater effects from the downstream channel.

In the two channel areas where bank erosion is likely (see page 33), riprap could be used as a temporary measure to prevent erosion. In Area 2, at the downstream end of the channel change along the highway embankment, abrupt termination of the riprap leaves the streambed unprotected against impingement of a redirected current. Riprap protection may need to

be carried downstream an additional 100 to 200 feet; however, this would require removal of existing vegetation. On-site inspection might show that this additional riprap is not necessary if erosion-resistant material is encountered.

It was noted (page 34) that construction of piers in the river would influence current direction and turbulence; however, consideration would be given to aligning the piers with the current and providing the longest main span practical to avoid having piers in the river.

Wildlife Habitat

The removal of a significant amount of land from wildlife use is acknowledged. However, no mitigative actions have been proposed.

Noise

Since the proposed project is located in a largely unpopulated area, principal concerns are focused on the Bear Creek Recreation Site. The embankments associated with each of the construction alternatives would tend to minimize traffic noise in the recreation area by creating a "noise shadow." Noise could also be alleviated by maintaining a thick strip of vegetation (woodland) between the proposed highway and the recreation area. Noise impacts on local residences are considered to be minimal under the conditions that would be presented by Alternatives 1, 2 or 3. Predicted noise levels after highway construction would be within established FHWA guidelines.

Archeological Resources

The Oregon State Highway Division has contacted the State Museum of Natural History regarding the proposed project. An archeological reconnaissance would be initiated prior to highway construction.

Aquatic Habitat

Probable damage to aquatic habitat includes stream siltation, disturbing the streambed through bridge building and rechannelization, and the removal of streamside vegetation. Plans for minimizing siltation have been addressed. The stream channel would be disturbed as little as possible; effects are considered to be short-term. Very little streamside vegetation would be removed through construction activities.

Visual (Scenic) Amenities

Scenic amenities would be maintained by grooming slopes and planting grass or shrubs on exposed faces. Such landscaping has been planned for all cuts, fills, bridge approaches and waste disposal sites. In some areas, trees would be preserved to function as a screen. Cut and fill slopes would be planted with grass or shrubs.

Historic Amenities

The Oregon State Highway Division proposes an historic wayside or turnout to display the surveyor's rock inscription (Figures 10 and 11).

Air Quality

None of the construction alternatives would exceed ambient air quality standards along any portion of the highway, even during worst-case meteorological conditions. Background pollutant levels in the coastal

be carried downstream an additional 100 to 200 feet; however, this would require removal of existing vegetation. On-site inspection might show that this additional riprap is not necessary if erosion-resistant material is encountered.

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Air Quality

None of the construction alternatives would exceed ambient air quality standards along any portion of the highway, even during worst-case meteorological conditions. Background pollutant levels in the coastal

mountains are well below 20% of standards, as are off-roadway concentrations. The total off-roadway pollutant concentration would not exceed 40% of standard levels. (No impact.)

The construction of Alternative 3 would result in 17% reduction in total pollutants generated, due to an increase in average vehicle speed. This is based on the assumption that there would be no major attraction of new traffic to the highway. (Favorable impact.)

Air pollution during construction is controlled by subsection 107.08(1-b) of the Standard Specifications in force on all contracts. In addition, a contractor must conform to the Department of Environmental Quality (D.E.Q.) specification set forth in ORS chapter 340, division 2, subdivisions 1 and 3.

REASONS FOR FAVORING ALTERNATIVE 1

Of the four alternatives considered by the Oregon State Highway Division, Alternative 1 is considered to be the most desirable for these reasons:

1. The Do-Nothing Alternative would not improve traffic safety or contribute to the economic growth of the Coos Bay area.

2. Alternatives 2 and 3 would require extensive excavation and embankment in an area of known instability; mitigation costs would be substantially greater.

3. Alternatives 2 and 3 would require a greater amount of new right-of-way than Alternative 1.

4. Alternative 3 would require four river crossings, compared with two crossings for Alternative 1.

5. Alternative 3 would impair scenic amenities by creating an additional human-made line on the south side of the Coquille River.

6. It is probable that Alternative 3 would produce a greater number of vehicle-wildlife collisions.

PROBLEMS AND OBJECTIONS RAISED BY OTHER AGENCIES

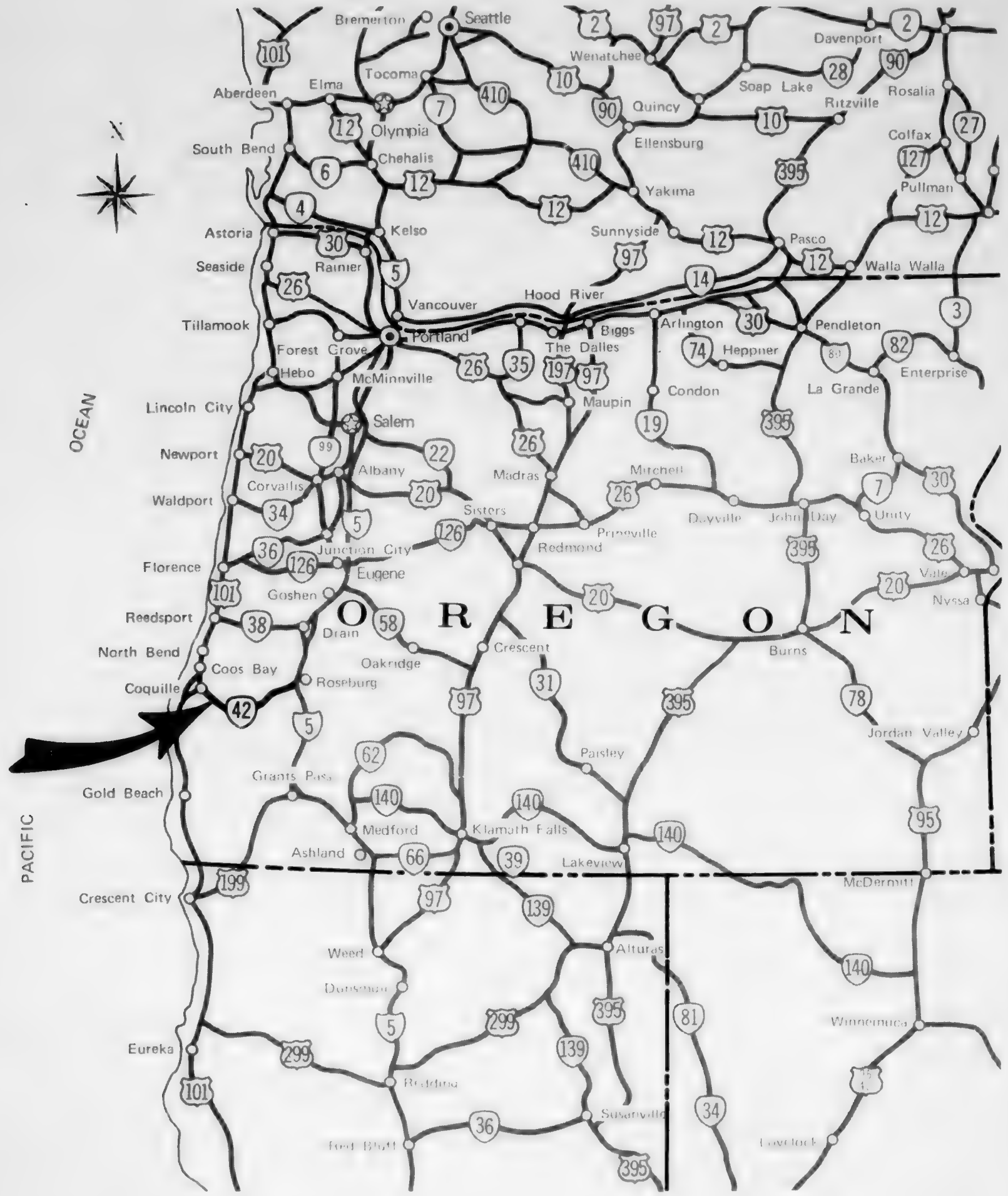
The objections and problems other agencies foresee with this project will be discussed in the Final Environmental Impact Statement.

SLATER CREEK-MYSTIC CREEK

SECTION 4 (f) DETERMINATION

Bear Creek Recreation Site

Bureau of Land Management



REGIONAL LOCATION MAP

Figure 1

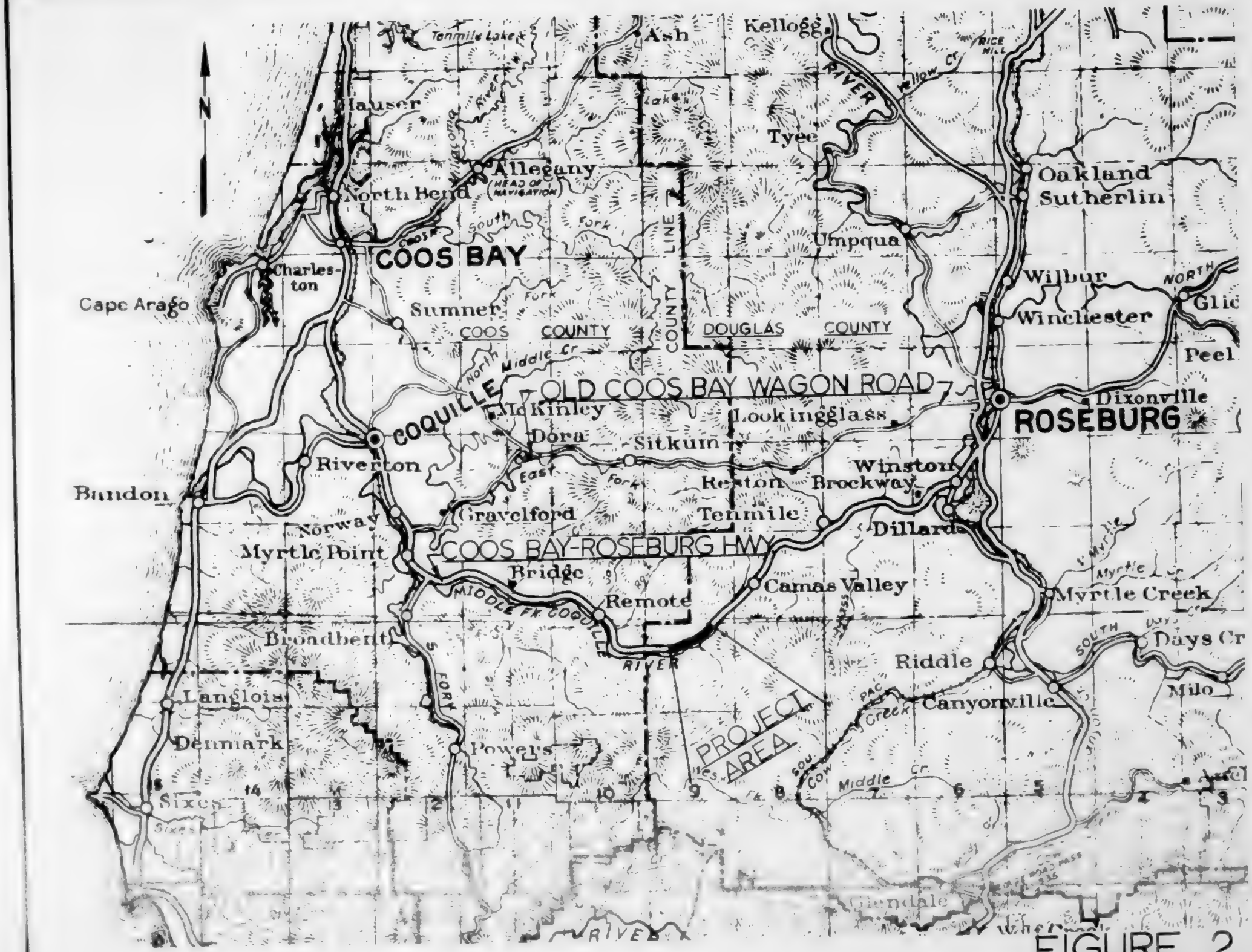

N
Tenmile Lake
Ash
Kellogg
RICE HILL
Willow Cr
RIVER
Lake Cr
Tyee
Allegany
(HEAD OF NAVIGATION)
North Bend
Oakland
Sutherlin
South Fork
Umpqua
COOS BAY
Charles-ton
Cape Arago
Sumner
COOS COUNTY
COUNTY LINE
DOUGLAS COUNTY
Wilbur
NORTH
Winchester
Glid
Peel
Middle Cr
North
COQUILLE
OLD COOS BAY WAGON ROAD
McKinley
Lookingglass
Dixonville
ROSEBURG
Dora
Sitkum
Riverton
Winston
Reston
Brockway
East Fork
Bandon
Gravelford
Tenmile
Dillard
Norway
Myrtle Point
COOS BAY-ROSEBURG HWY
Bridge
Camas Valley
Myrtle Creek
Remote
MIDDLE FK COQUILLE RIVER
Broadbent
Riddle
SOUTH WAY
Days Cr
Langlois
Canyonville
Milo
Denmark
Powers
PROJECT AREA
Middle Cr
Sixes
Glendale
RIVER

FIGURE 2

INTRODUCTION

This statement is concerned with the probable impact of highway construction on the Bureau of Land Management's Bear Creek Recreation Site. The proposed highway project (Slater Creek-Mystic Creek) would upgrade a 4.7-mile section of Oregon State Highway 42, also known as the Roseburg-Coos Bay Highway (Figures 1 and 2). Three construction alternatives and a "do-nothing" alternative have been considered by the Oregon State Highway Division. All of the proposed construction alternatives would transect the Bear Creek Recreation Site. The "do-nothing" alternative implies that the present highway alignment would remain unchanged, thus precluding an impact on the recreation site.

The Slater Creek-Mystic Creek project was proposed in response to the 1971 U.S. Department of Transportation Economic Growth Center program. In brief, the governor of each state selected three highway improvement projects that would enhance regional economic growth. Studies by the Oregon State Highway Division indicated that economic growth in the Coos Bay area could be stimulated by the improvement of Highway 42. The Slater Creek-Mystic Creek section was found to have the highest deficiency rating along the highway and was consequently designated as the initial project.

Two transportation corridors were considered for satisfying highway needs between the port of Coos Bay and the interior valleys of southwestern Oregon. One corridor approximated the route of the old Coos Bay wagon road

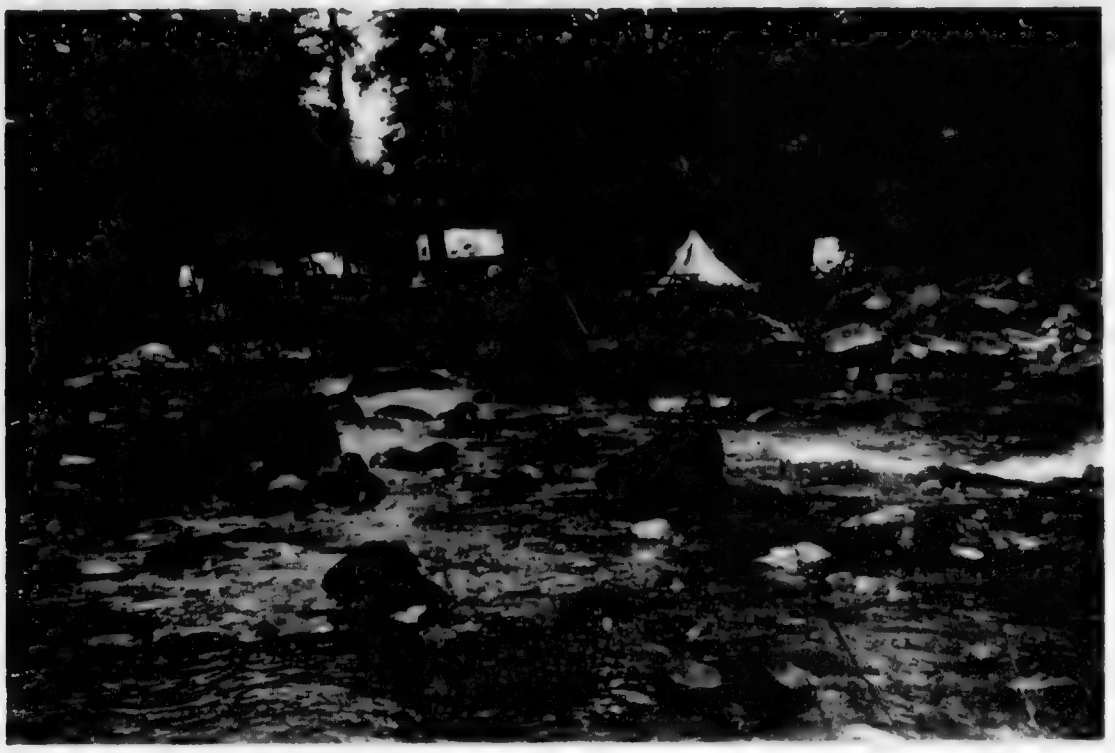
(Figure 2). The other corridor is essentially that of State Highway 42. Considerations included engineering feasibility, economics and probable environmental degradation. It was concluded that the monetary and environmental cost of highway construction in the vicinity of the old wagon road far outweighed the benefits. The present Highway 42 corridor was considered to be the most logical alternative.

Highway improvement would entail straightening curves through realignment, constructing climbing lanes, slope grooming, and signing. Construction options are limited by mountainous terrain. All viable options would require the acquisition of additional right-of-way, some of which is within a Bureau of Land Management (BLM) park. In addition, the construction options would require the rechannelization of a portion of the Middle Fork of the Coquille River, riverbank and slope protection and the removal of natural vegetation. Mitigative actions have been considered principally for one construction alternative.

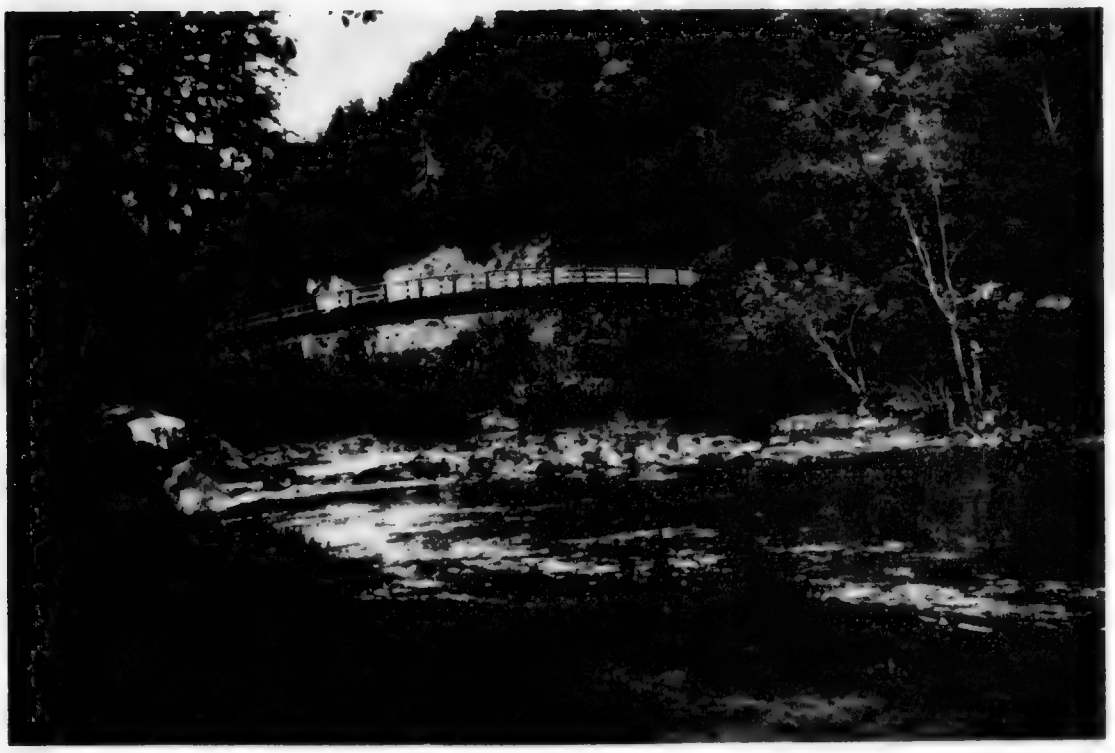
Construction options are limited by rugged topography, engineering feasibility, and economics. The alternative alignments essentially parallel the Middle Fork of the Coquille River. The monetary and environmental costs of realigning the highway outside of the Middle Fork canyon are considered to be too great for serious consideration.

Entrance to the Bear Creek Recreation Site from State Highway 42

View of State Highway 42 and Park Entrance from the Day Use Area



A portion of the Overnight Camping Area



The Footbridge crowsing the Middle Fork of the Coquille joins the Overnight Camping and the Day Use Area

EXISTING SETTING

Physical Setting

The Bear Creek Recreation Site is an 80-acre parcel of land administered by the U.S. Bureau of Land Management. The site is located along Highway 42 about 33 miles west of Roseburg, Oregon (Figure 2).

The 80-acre parcel is situated in the canyon of the Middle Fork of the Coquille River at an elevation of about 600 feet above mean sea level. Low elevation and western exposure combine to produce a relatively mild climate. Average temperatures for January and July are 43°F and 63°F, respectively. Precipitation approximates 13 and 0.4 inches for these same months. The average annual precipitation is 58 inches. Snowfall is rare and is of short duration.

In 1962, BLM officially designated the land exclusively for recreational purposes. Prior to that time, the site was utilized as an informal picnic and rest area. The year-round site now includes facilities for day use and overnight use. The one-acre overnight-use area is located between Highway 42 and the Middle Fork of the Coquille River. The overnight area has ten camp (trailer) sites. Facilities include tables, pit toilets, fireplaces, and waste water disposal. The Bureau of Land Management plans to construct a new water supply system in the near future. The principal day-use area is located on the opposite (south) side of the river. A footbridge connects the day-use and night-use areas. The day-use area has eight picnic sites, drinking water, tables, fireplaces and provides unsupervised swimming. The picnic facilities are located along a trail which parallels the river.

Vegetation and Wildlife

Local climatic and soil conditions support a variety of vegetation. Riparian vegetation includes black cottonwood, willow, Oregon myrtle, and ash. Back from the river are mature stands of mixed evergreen and brush (chaparral). Representative types include Port Orford cedar, Douglas fir, maul oak, canyon live oak, green leaf manzanita, deer brush, and ceanothus. There is no sharp boundary between riparian and upland vegetation, and many species occur in both environments. Fir and cedar have been harvested from the Middle Fork for a number of years; several large clear-cut areas abut the recreation site boundaries. Figure 3 provides a partial list of local vegetation.

The entire 80-acre parcel is recognized as a valuable wildlife habitat. Some of the larger animal species inhabiting the general vicinity include black bear, black-tailed deer, Roosevelt elk, coyote, bobcat and gray fox (Figure 4). The Middle Fork of the Coquille, which transects the recreation site, is well known for its run of steelhead, coho, and chinook salmon. In addition, the river supports resident bass, cutthroat and rainbow trout.

Geology

Geologic investigations indicate that the Bear Creek Recreation Site is underlain by rocks of the Umpqua Formation (Eocene). This particular section of the formation is characterized by interbedded siltstone and sandstone units which dip about 15° north. The thickness of these beds ranges from inches to many feet. Some massive outcrops of sandstone in the vicinity of the recreation area attain a thickness of 30 feet or more. Siltstone beds attain about the same thickness. However, they are far less resistant to

SLATER CREEK-MYSTIC CREEK

COMMON VEGETATION OF THE AREA AND ITS OCCURRENCE
BY HABITAT TYPE

Species	Forest			Brush
	Riparian	Mature	Even-Aged	
Douglas Fir	X	X	X	
Grand Fir	X	X	X	
Port Orford Cedar	X	X		
Oregon Myrtle	X			
Madrone	X	X		X
Oregon White Oak		X		X
Maul Oak		X		X
Tanbark Oak	X	X		
Chinkapin	X	X		
Red Alder	X			
Vine Maple	X	X		
Huckleberry	X	X		
Salal		X	X	X
Snowberry	X	X	X	
Oregon Grape	X	X	X	X
Greenleaf Manzanita				X
Coyote Brush	X			X
Oregon Boxwood				X
Willow	X			
Twinberry	X	X		
Blue Elderberry				X

Figure 3

SPECIES OF WILDLIFE REPORTED OR KNOWN TO OCCUR
IN THE SLATER CREEK-MYSTIC CREEK AREA

	Habitat			
Mammals	Brush	Riparian Woods	Mixed Evergreens	All or Any
Black Bear				X
Black-tailed Deer				X
Roosevelt Elk				X
Coyote				X
Bobcat				X
Gray Fox				X
Raccoon		X		
Mink		X		
Long-tailed Weasel				X
Striped Skunk				X
Ringtail	X	X		
Porcupine			X	
Beaver		X		
Dusky Shrew		X	X	
Vagrant Shrew				X
Shrew Mole		X	X	
Coast Mole		X	X	
Bats				
Snowshoe Hare		X	X	
Brush Rabbit				X
Mountain Beaver		X	X	
Gray Digger	X			
Chipmunk		X	X	

Figure 4

SLATER CREEK-MYSTIC CREEK

COMMON VEGETATION OF THE AREA AND ITS OCCURRENCE
BY HABITAT TYPE

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Grand Fir	X	X	X	
Port Orford Cedar	X	X		
Oregon Myrtle	X			
Madrone	X	X		X
Oregon White Oak		X		X
Maul Oak		X		X
Tanbark Oak	X	X		
Chinkapin	X	X		
Red Alder	X			
Vine Maple	X	X		
Huckleberry	X	X		
Salal		X	X	X
Snowberry	X	X	X	
Oregon Grape	X	X	X	X
Greenleaf Manzanita				X
Coyote Brush	X			X
Oregon Boxwood				X
Willow	X			
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Black-tailed Deer				X
Roosevelt Elk				X
Coyote				X
Bobcat				X
Gray Fox		X		
Raccoon		X		X
Mink				X
Long-tailed Weasel				
Striped Skunk	X	X	X	
Ringtail				
Porcupine		X		
Beaver		X	X	X
Dusky Shrew				
Vagrant Shrew		X	X	
Shrew Mole		X	X	
Coast Mole				
Bats		X	X	X
Snowshoe Hare				
Brush Rabbit		X	X	
Mountain Beaver	X		X	
Gray Digger		X		
Chipmunk				

Figure 4

erosion than the sandstone units. Highway cut sections reveal that local siltstone units weather rapidly when exposed. Much of the landslide activity along Highway 42 is in part attributable to this characteristic.

One of the most attractive aspects of the Bear Creek Recreation Site is associated with the local geology. Several swimming areas have been created where the Middle Fork of the Coquille has cut into bedrock. In addition, large boulders of sandstone and conglomerate have created cascades and quiet pools within the recreation area. A short distance upstream from the park boundary, however, boulder cascades effectively block the passage of anadromous fish.

Historic Value

Early records indicate that the Coquille Indians utilized the river for fish and the surrounding land for game and edible plants. Although the lower sections of the river are most generally associated with Indian settlements, it is conceivable that the Bear Creek area might have been used as a temporary hunting or fishing camp. The Oregon State Museum of Natural History and the Douglas County Historical Society have no record of archeological or historic sites in the Bear Creek Recreation Site.

Recreational Value

The popularity of the Bear Creek Recreation Site has encouraged BLM to consider further development. Vehicle counts and registration information indicate that, in 1970, 31,500 visitors used the Bear Creek facilities between the months of July and September. In 1973, 30,000

visitors used the Bear Creek site between July and September. Visitors reportedly came from almost every state and several foreign countries. An improved highway will likely generate additional traffic and consequently place a greater demand on the Bear Creek recreation facilities.

Air Quality

Air quality studies show that none of the construction alternatives would diminish air quality along any portion of the alignment. This is also true during periods of the most adverse weather conditions. Present background pollution levels along this coastal mountain highway are well within FHWA requirements. If there is no substantial increase in traffic within the Middle Fork canyon, an increase in vehicle speed could reduce total pollutants by 17%. Since no asbestos deposits occur in the local geologic formations, breathing hazards associated with highway excavation are not anticipated.

Noise Impacts

Logging trucks and chip trucks constitute the greatest source of noise in the vicinity of the Bear Creek Recreation Site. Studies within the park indicate that present noise levels meet FHWA standards (70 dBA, L_{10}) for this type of facility. The construction of Alternative 1 would place the highway 50 to 100 feet above the general elevation of the park. This increased elevation would create a "noise shadow," or an area less affected by traffic noise. Noise levels associated with Alternative 1 would probably be between 45 and 50 dBA -- well within FHWA standards.

Noise could be reduced by maintaining thick evergreen shrubs in strategic locations.

DISCUSSION OF ALTERNATIVES

Do-Nothing Alternative

The Do-Nothing Alternative implies that the present alignment of Highway 42 would remain unchanged. While this would preclude any additional impacts on the Bear Creek Recreation Site, there are other significant factors to consider.

The need to improve Highway 42 has been substantiated in a 1972 Highway Deficiency Study. In about 80% of the Slater Creek-Mystic Creek section, the vertical and horizontal alignments render the highway unsafe for motorists to pass. There are several horizontal curves with a safe speed of only 25 miles per hour. These and other deficiencies can be corrected only through a realignment project.

A realignment north of the Middle Fork of the Coquille River would not impinge on the Bear Creek Recreation Site, however, there are serious engineering constraints. The nature of the topography would necessitate extensive cuts through an area characterized by active landslides. In addition, massive rock units would also have to be excavated. The cost of construction and the probable damage to the physical environment tend to preclude alignments north of the river as realistic options.

Construction Alternatives

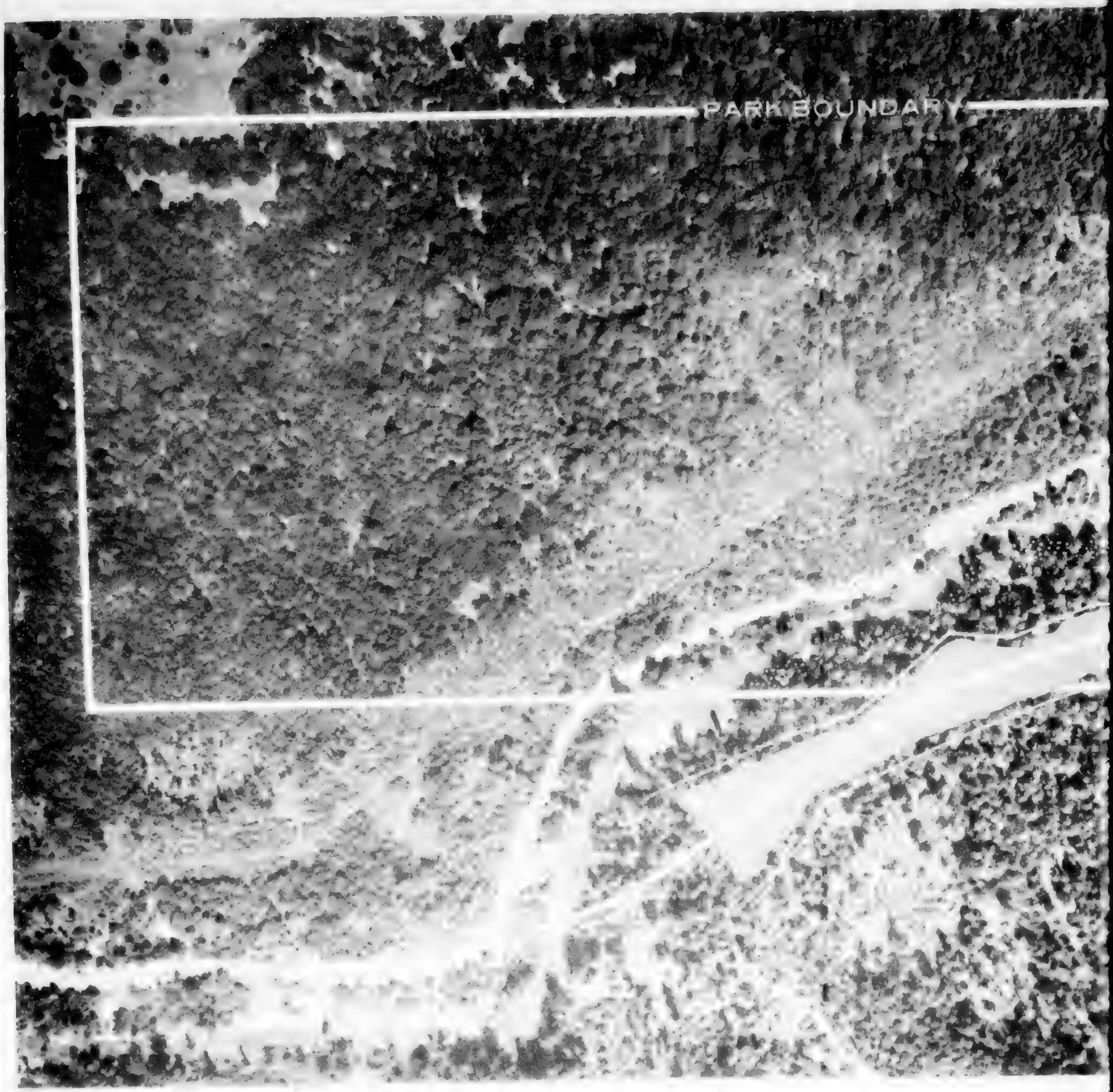
In view of the problems associated with construction north of the river, the Oregon State Highway Division has considered three alignments on the south side, where physical constraints are not so great. Any of the three alignments would transect about 2200 linear feet of the Bear Creek Recreation Site (Figures 5-A, 5-B, 5-C). Although highway design investigations have not been completed, some generalizations related to environmental impact and mitigation can be made.

Alternative 1. The Oregon State Highway Division considers Alternative 1 to be the most feasible of the construction alternatives (Figure 5-A). The proposed alignment would utilize much of the existing right-of-way north of the river. It has been proposed that the alignment cross the Middle Fork of the Coquille River near the western boundary of the Bear Creek Recreation Site and continue eastward for about 5000 linear feet before recrossing the river and joining the present Highway 42. After construction, the unutilized portion of the old highway would be obliterated. The construction of Alternative 1 would require the acquisition of new right-of-way, erecting two bridges across the Coquille River, and constructing alternating sections of cut and fill. In addition, the project would require a river channel change about 2800 feet east (upstream) of the recreation area and the designation of waste area sites in the vicinity of the project.

Alternative 2. Alternative 2 (Figure 5-B) approximates the alignment of Alternative 1, with the exception of the extreme eastern and

REAR CREEK RECREATION

FIGURE 5-A - ALTERNAT

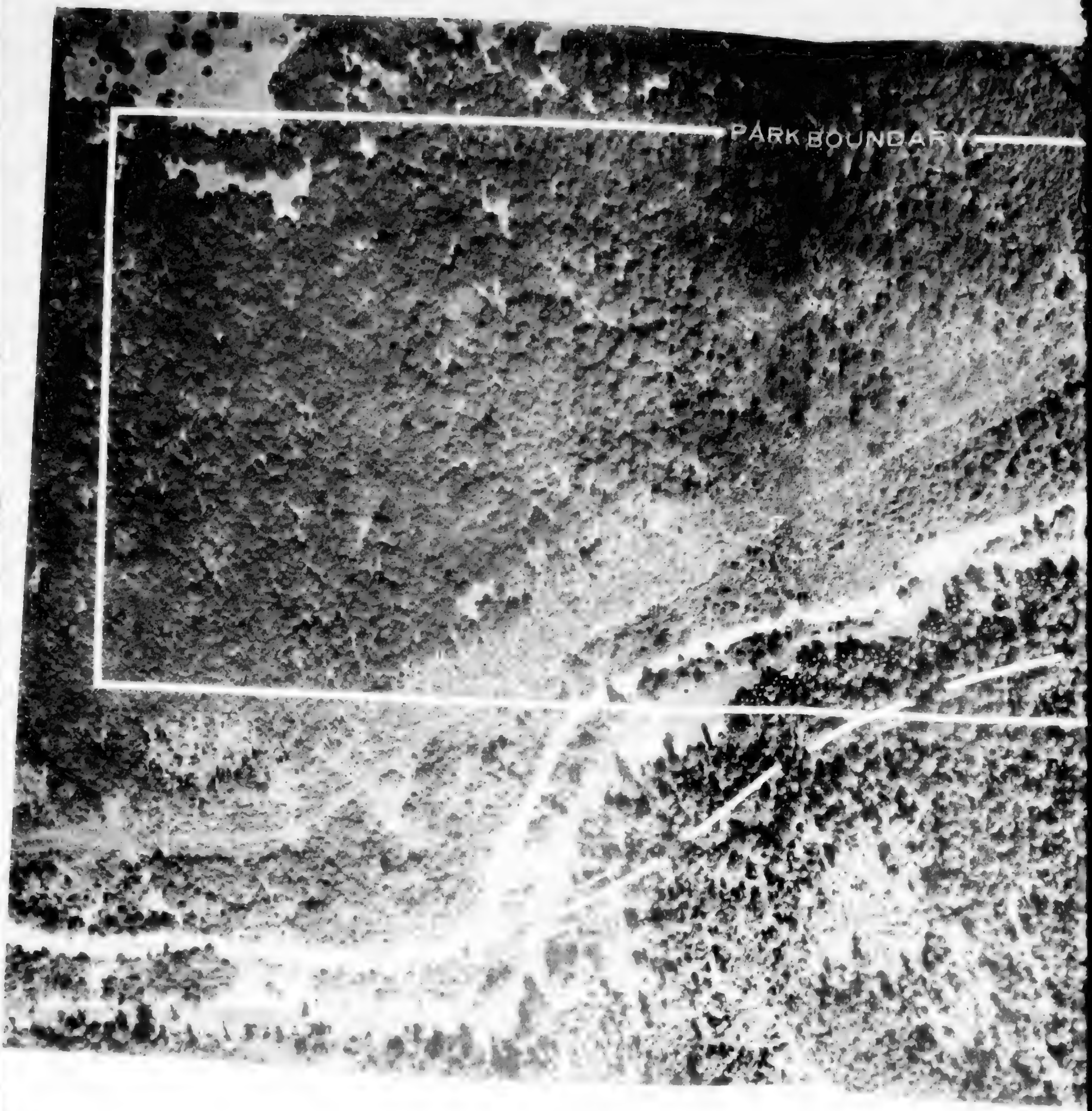


EK RECREATION SITE

5-A— ALTERNATE 1

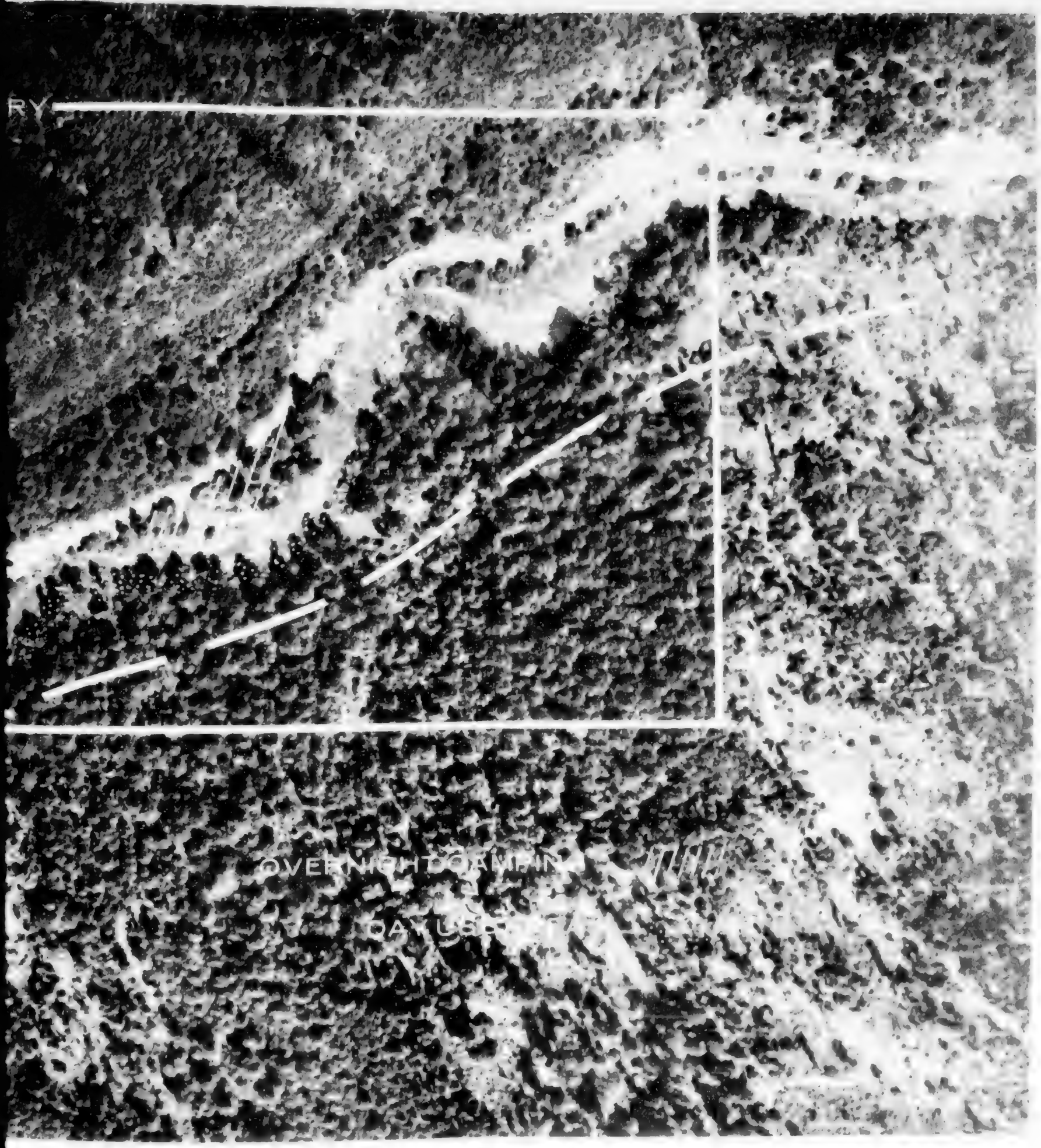
BEAR CREEK RECREATI

FIGURE 5-B – ALTERN



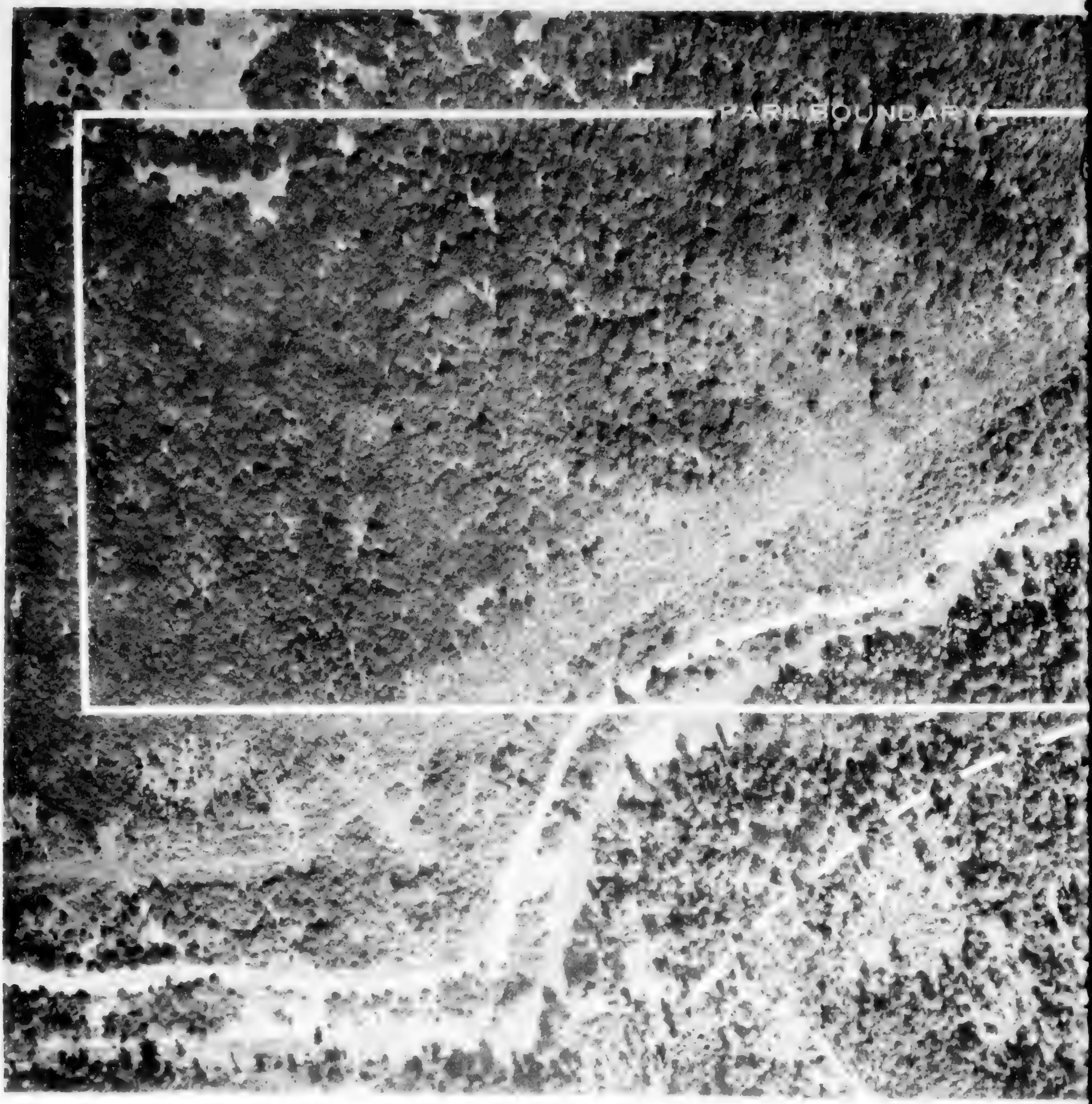
RECREATION SITE

– ALTERNATE 2



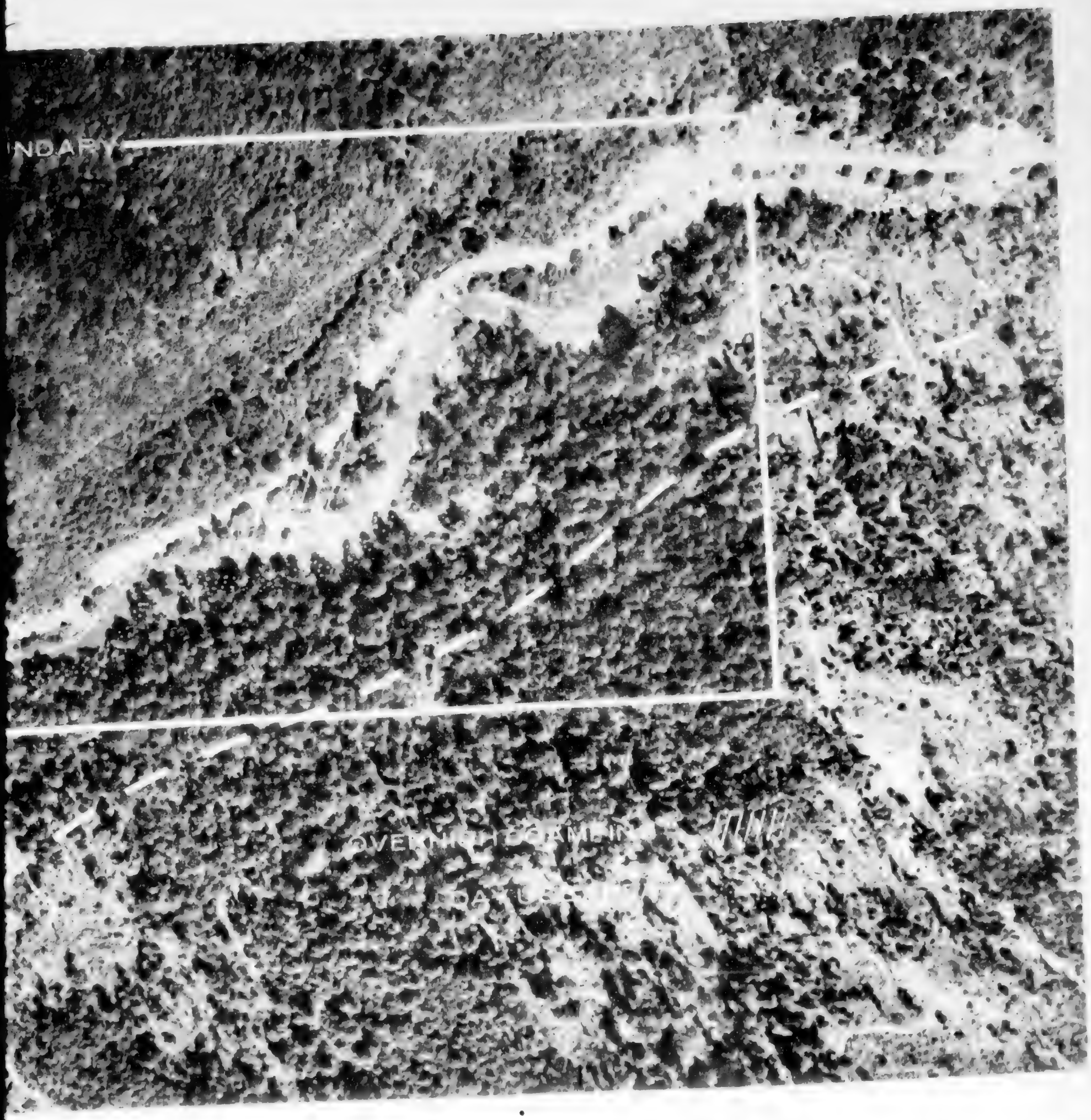
BEAR CREEK RECREATI

FIGURE 5-C – ALTERN



EK RECREATION SITE

5-C– ALTERNATE 3



SUMMARY OF IMPACTS AND MITIGATION RELATED TO ALTERNATIVE 1

Impacts	Mitigation (Planned or suggested)
Utilities - Present drinking water system would be covered by embankment.	System to be replaced by BLM by summer, 1974. No impact on new water facility.
Archeological - Historic sites. No recorded archeological sites.	Archeological reconnaissance prior to construction activities. No recorded historic sites.
Coquille River - Possible siltation during construction may harm aquatic life.	Continuous surveillance during construction. Berms to be constructed if necessary.
Loss of Wildlife Habitat	Not replaceable in kind over short period of time. Brush and grass planted on cut and fill slopes may provide another type of wildlife habitat.
Erosion of Cut and Fill Slopes	Slopes will be seeded to stem erosion. Selectively riprapped.
Degradation of Scenic Amenities - Landscape scars (cut and fill slopes); loss of mature Douglas fir.	Slopes seeded. Embankment screened from day-use area with evergreen shrubs; loss of mature fir not redeemable over short period of time.
Noise	No adverse impact anticipated. Noise from highway may be screened by planting evergreen shrubs at strategic locations.
Air Pollution	No adverse impact anticipated.
Geologic Hazards - Earthslide potential in cut areas.	Slide potential must be carefully assessed and precautions taken (e.g., angle of slope, retaining walls, drainage, etc.).
Construction Safety	Standard Highway Division safety precautions.

Figure 6

western segments. The eastern segment is located within the Bear Creek Recreation Site and near the center of the proposed project.

Alternative 3. This alternative (Figure 5-C) departs from the existing highway alignment approximately two miles west of the park boundary. The alignment crosses the Middle Fork of the Coquille River and essentially parallels the river for about five miles before rejoining the existing highway on the east.

PROBABLE IMPACT OF PROJECT ON ENVIRONMENT

Alternative 1

The impacts of Alternative 1 on the Bear Creek Recreation Site are summarized in Figure 6. The most significant impacts are those associated with right-of-way acquisition, visual amenities, and geologic hazards.

The implementation of Alternative 1 would require the acquisition of at least seven acres of the Bear Creek Recreation Site. The highway would physically occupy about two acres; the remaining five acres would be incorporated as right-of-way. Tentative plans require about 30,000 square feet of exposed cut slopes and a fill section that contains about 44,000 cubic yards of embankment (borrow) materials. The fill would be 50 to 100 feet from the day-use area.

Fish and Wildlife

In transecting the Bear Creek Recreation Site, Alternative 1 would require the removal of about 725 mixed evergreen trees, primarily

Douglas fir. The age of these trees varies between 60 and 160 years. A proposal that entails the removal of vegetation within the park must be considered in terms of loss of wildlife habitat and recreational amenities. A mature Douglas fir forest that is lost cannot be replaced in kind. It is probable, however, that in seeding cut and fill slopes, a different type of wildlife habitat would be created. In time, brush and trees would become established, again creating a different type of wildlife habitat. The intensity of maintenance would determine how rapidly brush becomes reestablished. Frequent mowing would promote the continuous growth of grass or grass and weeds.

Geologic Hazards: Stream Erosion and Siltation

Slope stability has always been a problem in the canyon of the Middle Fork. Steep slopes, shallow soils, and local drainage characteristics combine to produce unstable conditions throughout the 4.7-mile project. The Coquille River aggravates existing conditions by undercutting stream banks. The size and number of large boulders in the streambed attest to the velocity of river during flood stage.

While conditions of slope stability appear to be less severe in the vicinity of the Bear Creek Recreation Site, landslide activity remains a distinct possibility. It is conceivable that the cut slopes exposed in the construction of Alternative 1 could foster instability through sorption-desorption processes. The east end of the proposed alignment traverses an old slide area. The Oregon State Highway Division is aware of this situation and would design accordingly. Since the proposed alignment

crosses natural drainage channels, it is imperative that precautions be taken to ensure that drainage is not restricted and that stream siltation is minimized.

Potential stream siltation can be identified in the construction of two river crossings, embankments, excavations, bank protection and a proposed channel change. The location of proposed bridges and 600 feet of channel realignment are depicted in Figure 12 of the accompanying document. Riprap, gabion walls and bin walls have been proposed for sections of riverbank upstream and downstream from the Bear Creek Recreation Site. One hillside waste area and two streamside waste areas constitute other possible sources of river siltation (Figure 12). Waste materials would consist of soil and rock excavated from cut sections and not incorporated as fill. Unless seeded or otherwise contained, unconsolidated soil would probably be washed into the Middle Fork of the Coquille. The hillside waste site would be subjected to normal runoff. Riverside waste areas are located on flood-prone benches.

It is believed that mowing would minimize the value of this land as a wildlife habitat by curtailing the development of seeds and eliminating protective cover.

Local wildlife which presently occupy these lands would be disturbed by construction activities and forced to seek suitable habitat outside the right-of-way. Because there are definite limits to the carrying capacity of adjacent habitat and because population levels in these

adjacent areas are already established, an influx of immigrants from the right-of-way would eventually result in animal mortality commensurate with the number of animals displaced.

Aesthetics

The removal of mature Douglas fir may constitute a more significant impact on scenic amenities than on fish and wildlife habitat. Although Alternative 1 would be somewhat screened from the day-use area, the presence of a highway through the Douglas fir forest could diminish the natural setting and the feeling of solitude. These attitudes are principally subjective, however. Ensuring that the highway is adequately screened by natural vegetation (or introduced vegetation) would constitute a reasonable mitigative action. In addition, if damage occurs, fills will be fenced to keep recreationists off erodible slopes and to prevent roadside debris from filtering into the recreation site.

Utilities

There are two utility companies affected by Alternative 1. However, only one, Coos-Curry Electric Cooperative, has physical facilities involved. The old Pacific Telephone and Telegraph Company (now Pacific Northwest Bell) holds unoccupied, recorded easements through the proposed project.

Coos-Curry Electric has a 14.4 kv distribution power line that begins approximately 400 to 500 feet east of the westerly end of this project and runs approximately one mile easterly, paralleling the existing highway

alignment. In addition, they have an underground 25 kv power cable that occupies State Highway right-of-way, under permit, over the westerly 500 feet of this project. This buried facility does not appear to be in conflict with proposed construction. However, the aerial power distribution has eight poles in conflict. Neither the existing poles nor those proposed with the implementation of Alternative 1 would be within the Bear Creek Recreation Site.

Coos-Curry Electric anticipates no problem in relocating their facilities, and they intend to relocate on the proposed right-of-way, where they would be entitled to a permit. An approximate estimate of cost to relocate these facilities is $5,000.

The principal utility affected by Alternative 1 in the Bear Creek Recreation Site is a drinking water system. The proposed embankment through the recreation area would cover the facility. The Bureau of Land Management has found the water system to be substandard, however, and will replace it by the summer of 1974. The new water system would not be affected by the construction of Alternative 1.

Alternatives 2 and 3

The impacts associated with Alternatives 2 and 3 are considered to be a greater detriment to environmental quality than those associated with Alternative 1. Adverse impacts generated by Alternative 3 are particularly severe.

As previously indicated, the principal difference in alignment between Alternatives 1 and 2 is within the Bear Creek Recreation Site. Even here, the alignment alternatives are essentially parallel and separated by less than a hundred yards. The impact on fish and wildlife habitat would be similar, as would be impacts associated with local geology and utilities. There is, however, one significant difference. Alternative 2 would not constitute a major encroachment on the day-use area. In addition, Alternative 2 would require the construction of larger sections of embankment. The proximity of the highway to the day-use area would constitute some degree of visual pollution in an otherwise natural setting. The noise generated by vehicles could also impair the quality of the area. The Oregon State Highway Division favors Alternative 1 for these reasons.

The construction of Alternative 3 would require four stream crossings in addition to negotiation of a number of slide-prone areas. Most of the proposed alignment would require the acquisition of new right-of-way on the south side of the river. The hazards and degradation of environmental quality associated with Alternative 3 tend to eliminate the proposal from serious consideration.

SUMMARY AND CONCLUSION

Of the four alternatives considered, Alternative 1 offers the best prospects for maintaining a quality environment while satisfying a transportation need. The environmental and monetary costs of constructing Alternative 2 or 3 are considered to be excessive. Although mitigative measures have not

been formalized, those associated with Alternative 1 are more thoroughly conceived or more easily implemented. The principal concerns associated with Alternative 1 are loss of wildlife habitat, stream siltation, and geologic hazards. Although no archeological sites have been identified in the project area, only an archeological reconnaissance can establish the fact. While noise and air pollution are not considered to be a major concern in any of the alternatives, noise may be a factor in Alternative 2.

In view of the physical and economic constraints imposed by this project, it is desirable to acquire right-of-way within the Bear Creek Recreation Site. Pertinent agencies have been advised of the proposed project, as stipulated in the Office of Management and Budget Circular A-95 for the State Clearinghouse review process.

8.31c.

413

413

January 14, 1974

Mr. G. L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Progress of Growth Center
Projects and Studies
710.121

The following report was requested on the Growth Center Studies and Demonstration Projects in progress as of September 1, 1973, and since March 1, 1973. Because of our record-keeping system, information as of November 30 is more readily available. Therefore, the following report is as of November 30. A copy of the March 1 report is included for reference.

Regarding Coos Bay Area "Before Study":

This study was completed, submitted and accepted on January 23, 1973. The total cost of the report was $6,900.

Regarding Mystic Creek-Slater Creek Development Project:

As of March 1, 1973, $100,000 had been programmed for preliminary engineering on the Mystic Creek-Slater Creek Project. Funds designated are from the following sources.

Federal-aid to Primary	$ 63,560
Economic Growth Center Funds	20,000
State Money	16,440
	$100,000

None of these funds had been spent prior to March 1, but as of November 30, 1973, $51,600 had been used. Route and location studies for this project are complete; the environmental impact statement is approximately 40 percent complete. No hearing dates have been set.

Regarding New Growth Center Projects: Winston-Shady Project

As of November 30, all preliminary engineering, route and location studies, environmental impact studies, and public hearings on the Winston-Shady Project were completed. Because this project is in the Coos Bay Growth Center Area and will have an economic impact on the area, it was redesignated as a growth center project and $1,438,700 of growth center funds were programmed for the improvement. Final approval has not yet been given for the funding, but no problems are foreseen and work is expected to commence before May 1974. Funds programmed for the construction of this project are from the following sources.

Federal-aid to Primary	$2,422,000
Federal-aid to Secondary	468,900
Growth Center Funds	1,438,700
State Money	1,211,400
	$5,541,000

Regarding the Ontario Area "Before Study":

The Ontario Study is approximately 30 percent complete. All progress was made between March 1 and November 30. Funds expended to date total $1,400, and completion is expected in April 1974 at a total cost of $7,000.

Regarding Cairo Junction-Ontario Demonstration Project:

As of March 1, 1973, $36,500 had been programmed for preliminary engineering. The funds designated are from the following sources.

Federal-aid to Primary	$23,195
Economic Growth Center Funds	7,300
State Money	6,005
	$36,500

As of March 1, no money had been spent, but as of November 30, $17,300 had been used. The route and location study is 90-90 percent complete. The environmental impact statement has not been started. No hearing dates have been set.

Regarding Construction, Completion Dates, and "After Studies":

No funds have been programmed for construction or for the "After Studies". At this time, the completion dates for the projects and studies are indeterminate.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

Enclosure

bc F. B. Klaboe
A. E. Johnson
R. E. Royer

LH:ap: ajw

Box 300
Salem OR 97308
April 10, 1973

10-35.3/710.121

Economic Growth Center Demonstration Highway Program - Progress Reporting

Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

Original signed by
R. M. Arenz
Plan. & Research Engr.

10-00.313 Mr. L. E. Lybecker, Regional Administrator
Portland, Oregon

Mr. Doe's March 19 memorandum requested the submission of a progress report as of March 1 for the subject program.

The "before study" for the two Economic Development Centers (Coos Bay and Ontario) in this State were started on March 16, 1972; an amount of $50,000 was programed for each of these studies at that time. A final report for the before situation in the Coos Bay area has been developed by the Oregon State Highway Division and was approved on January 23, 1973. Some work has been done on this study for the Ontario area. The completion date for the initial study in this area is somewhat uncertain at the present time. The State hopes to accomplish this task during 1973. It is now estimated that the before studies should cost approximately $10,000 for each economic development center.

Preliminary engineering projects have been programed for the development of highway construction projects in each of the economic development growth center demonstration areas. Dates of completion of this work as well as the development of environmental impact statements and the holding of public hearings are indeterminate at this time.

Arenz:bk

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 12, 1973

In reply refer to: 710.121

SUBJECT: Status of the Economic Development Growth Center Demonstration Program

FROM: G. L. Green, Division Engineer
For

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Our Office of Program and Policy Planning, Washington D.C., has requested an update of the status of the Economic Development Growth Center Demonstration Program through September 1, 1973. A previous progress report has been made covering the status of the program as of March 1, 1973. We would appreciate information, as requested on the attached memorandum, on this intervening period. Also attached is our summation of the status as of March 1, 1973.

G. L. Green

Enclosures
Washington DC memo dated 11/15/73
OR Division memo to Region dated 4/10/73

RECEIVED
STATE HWY ENGR
DEC 13 '73
REFER TO
FOR
Info | Invest | V/D | P/R | Plan | Act | File

RECEIVED
DEC 17 1973
PLANNING SECTION

RFHWA L.E. Lybecker,

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DATE: NOV 15 1973

SUBJECT: INFORMATION: Progress Reporting for the Economic Development Growth Center Demonstration Program

In reply refer to: HPP-10

FROM : Acting Director, Office of Program and Policy Planning
Washington, D. C. 20590

TO : Regional Federal Highway Administrators 1 through 10

RECEIVED
NOV 19 1973

Our March 12, 1973, memorandum requested brief narrative reports from the States on the progress of their economic growth center demonstration projects through March 1, 1973, and a later progress report covering the March 1 to September 1, 1973, period. As noted in that memorandum, certain important information not provided on the Project Status Record (Form PR-37) is required to allow us to meet the large number of information requests and to manage the demonstration program properly. The following information items are considered to be essential to this purpose:

1. Progress on the "Before Studies;" e.g., estimated starting date, costs, and completion date.

2. Highway project: route location studies completed; miles of highway completed or under construction; environmental impact studies; dates of hearings.

3. "After Study;" how programmed and estimated cost.

4. Problems or issues arising from the studies, PS&E, or construction work.

Those States which have already reported progress through the period ending March 1, 1973, have merely to update their initial reports. It would be of benefit to the overall program if the States could submit their reports within 30 days of receiving this request. The attached list indicates our record of reports submitted to date. Finally, we would like to know those growth centers on which the States intend to take no action.

Robert T. Adams

Attachment

March 15, 1973

Mrs. Shirley B. Francis, Secretary
Myrtle Point Chamber of Commerce
Post Office Box 574
Myrtle Point, Oregon 97458

Dear Mrs. Francis:

Thank you for sending us a copy of the resolution adopted by the Myrtle Point Chamber of Commerce which opposes construction of an east-west highway between the coast and I-5 until such time as improvements to Highway 42 have been completed. We appreciate your views.

The Highway Division is well aware of the need for improvements to Highway 42 and regrets the delay in accomplishing these improvements. We are proceeding as expeditiously as funds are available. At the present time, work is underway for the preparation of plans for improving the section from Slater Creek to Mystic Creek.

We have no plans for an east-west highway in the foreseeable future because of the cost involved and the lack of funds.

Sincerely,

George M. Baldwin
Administrator of Highways

GMB:fn

cc State Highway Commission

F. B. Klaboe
A. E. Johnson
E. S. Hunter
Gary Ross
J. H. Versteeg

WHEREAS, for many years past the citizens of Myrtle Point and surrounding area have been acutely aware of the dangerous and economically depressing condition of Oregon State Highway No. 42 between Coos Bay and Roseburg; and,

WHEREAS, through diligent, concerted, and continuing efforts of such citizens, the Oregon State Highway Department has made substantial and much needed improvements to portions of said highway, leaving a relatively small sector thereof still urgently in need of improvement, to complete the project and eliminate remaining dangerous conditions; and,

WHEREAS, certain groups are now exerting pressure for construction of a completely new highway connecting the Coos Bay area and Interstate Highway No. 5, without regard to the completion of Oregon State Highway No. 42 improvements; and,

WHEREAS, failure to complete such improvements would be highly detrimental to all of Coos County and particularly the Coquille Valley area and would constitute a flagrant waste of funds already expended for partial improvements;

NOW, THEREFORE, BE IT RESOLVED, That the Myrtle Point Chamber of Commerce does hereby rigidly oppose any construction of a new East-West highway between the coast and Interstate Highway No. 5, unless and until the projected improvement of Oregon State Highway No. 42 has been fully completed, at which time such opposition shall be immediately withdrawn.

BE IT FURTHER RESOLVED, That copies of this Resolution be transmitted to the members of the Oregon Legislature representing this area and to officials of the Oregon State Highway Department.

THE FOREGOING RESOLUTION was duly adopted this 5th day of March 1973.

RECEIVED
Mar 1 2 '73
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

Shirley B. Francis, Secretary
Myrtle Point Chamber of Commerce

8310

E. S. Hunter

RECEIVED
DEC 27 1972
FORM D-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 18, 1972

To: MEMO TO THE FILE

SUBJECT: Slater Cr.-Mystic Cr. Sec.
Coos Bay-Roseburg Highway
Douglas County

Al Bates and I met with Coos County Commissioners Frank Rema, Lonnie VanElsburg and Mickey Moffitt on the above location project, December 13, 1972.

The purpose of our meeting was to assure both Coos and Douglas Counties that the proposed project would have no harmful effects on the Myrtle Tree grove adjacent to the existing highway or to Bear Creek Park. The Commissioners were shown proposed alignment and cross sections both on paper and on the ground and they expressed complete satisfaction with our plans.

Photographs were taken by a reporter who accompanied the Commissioners and we were told there would be some kind of write-up in the Coos Bay paper.

J. X. WILSON
Region Construction Engineer

cc Schorder
cc Royer
cc Wolfe
cc Hall

JXW/cw

cc A. W. Bates

NOTED
E. S. HUNTER

RECEIVED
DEC 27 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
NOV 7 '72
REFER TO
FOR
Info | Sec | Dist | Dir | Engr | Asst | File

FORM S-50 (REV. 10-65)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 6, 1972

SUBJECT: Highway Planning
Coos-Curry Counties

To: MEMO TO THE FILE

A meeting was held at 1:00 P.M. November 3 in Coquille to discuss planned highway improvement in Coos and Curry Counties. Present were Senator Sam Dement, George Baldwin, Fred Klaboe, Robert Sandmann, J. H. Versteeg, George Rice (local farmer) and John Brelage (local farmer). The following items were discussed:

Item 1. Powers Highway

Mr. Baldwin explained that eight projects costing a total of $2,800,000 were planned for the Powers Highway. Priority #1, costing $400,000, should be under construction by the summer of 1973 and the balance of the projects completed by mid-1977.

Item 2. Highway 42

A six-mile section (Slater Creek-Mystic Creek) of Highway 42 is now being located. This will be funded under the Federal Economic Growth program. The project will have to be contracted by July 1, 1974.

Other alternate projects are the Hauser-McCullough Bridge Section on 101 and the China Camp Marsh-Coquille Section of 42. Only one of the above projects can be funded under this program. All projects have environmental problems that need to be resolved.

Item 3. Highway 101

The need for additional passing bays on Highway 101 in Coos and Curry Counties was discussed. It was agreed that passing bays were needed during the tourist season. No funds have been programmed for passing bays.

11-7-72

Baldwin

Item 4. Budget

Mr. Baldwin outlined the problems with funding highway needs. It is hoped more funds can be put into the maintenance operation. Highway Division has basic requirement of $500,000,000 for badly needed construction with some $290,000,000 available for this purpose. Expenditures for Parks are being held to a minimum budget with no funds for the purchase of new parks being programmed.

Item 5. Bike Funds

Two million dollars will be spent on bike trails next year.. Traffic counts are being made to determine use of existing bikeways. Mr. Baldwin explained that the widened shoulder concept was not the best solution. Mr. Klaboe discussed the high per-mile cost of constructing bikeways and some of the reasons for these costs.

Item 6. Coos Bay

Senator Dement discussed the Coos Bay Port and the need for a highway from the valley to promote the economic growth of Coos Bay. Mr. Baldwin agreed that none of the valley-coast routes were adequate. There are no funds on the horizon to improve any of these routes into a high speed, high volume facility.

Item 7. Funds

Interstate projects will not be completed until 1982 (FBK). These funds cannot be used on the primary and secondary highways. Highway bill has not been passed in Congress. No funds available after July 1, 1972 (GB).

Item 8. Park Fees

Any increase in Park fees planned (SD)? This is in review - two studies presently underway (GB).

Item 9. Fees

How much money would doubling auto license fees bring into fund (SD)? Somewhere between 15 and 20 million (FK).

Item 10. Tides

Tide gates at Haines and Larson Sloughs were discussed with George Rice and John Brelage. Mr. Klaboe read some excerpts from the 1928 Highway Commission meeting. The two tide gates were imspected by Baldwin, Klaboe, Sandmann, Versteeg, Rice and Brelage. Bob Sandmann was asked to make a further investigation and report his findings.

Const.- Projects- Woodland-Cape Arago

Item 11. Cape Arago Highway

Plans are to contract the Woodland Drive-Cape Arago Highway Section of the Coos Bay-Empire Highway in 1973. No money program for the Empire-Charleston Section at this time. There is the possibility of a contract overlay on this section in the next couple of years.

Const.- R/W - Cape Arago Hwy.

J. H. VERSTEEG
Region Engineer

JHV/cw

cc F. B. Klaboe

8310

FORM 8-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

October 20, 1972
Salem, Oregon

To: Mr. A. E. Johnson
Assistant State Highway Engineer

SUBJECT: Slide Corrections
Coos Bay-Roseburg Highway
Douglas County

BUILDING

Attached is a narrative concerning two slides on the Coos Bay-Roseburg Highway on which the Region has requested a slide control project. Please be sure these locations are included in your statewide priority listing of slide control projects which Maintenance is compiling.

We are deferring any action on this request because

1. Money is not available at this time.
2. It is the wrong time of the year to let the project.
3. Slater Creek-Mystic Creek Section is scheduled for reconstruction in the near future and will include these two slide locations.
4. Slide correction projects will be scheduled according to the priority list you are now formulating.

RECEIVED
OCT 23 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

10/25/72

R. N. Bothman: Please be sure these are included in the State-wide priority of slide control projects.
ESH:jf AEJ

E. S. Hunter
Assistant State Highway Engineer

Attachment
cc: F. B. Klaboe
Victor D. Wolfe
J. H. Versteeg

NOTED
A. E. JOHNSON

Coos Bay-R... Slide Corrections

M.P. 47.76 and M.P. 49.56
Slide Corrections
Douglas County
Coos Bay- Roseburg Highway
Prefix No. 10-1426-901

NARRATIVE REPORT

This was a survey to prepare plans and specifications to correct slides at M.P. 47.76 and M.P. 49.56 on the Coos Bay- Roseburg Highway.

The slide at M.P. 47.76 was cored to determine the slip plane and the excavation and was designed to clean the unstable material from the face of the slide and replace the unstable material with rip rap and slope protection. The nearest rip rap that will pass Oregon State Highway Division Specifications is at Tenmile Creek with a haul of approximately seventeen miles.

$ 250,500

The sandstone in the cut at M.P. 49.56 is good durable material and it is proposed to relax the specifications to use this sandstone for rip rap and slope protection at both slides.

The core drilling on the slide at M.P. 47.76 showed considerable amount of water and it is proposed to drain this water with perforated pipe.

The slide correction at M.P. 47.76 will form part of the footing for the new alignment at this point and will not be wasted.

The river has a fairly flat grade at M.P. 47.76 and Two Thousand pond rip rap will be sufficient. The river deposits sediment at this location.

A. return to Wolfe

Three different methods of correcting the slide at M.P. 49.56 were computed.

The river is on a very steep grade at this point (5% plus) and a consideration of standard rip rap with a toe trench and grouted rip rap in the toe, was computed. The cost for correcting the slide by this method would be $ 1,050,000.00. This would correct the middle one-third of the slide by foundation excavation and rip rap slope protection. The rip rap being sandstone from the new alignment.

One estimate is to correct the slide using the present alignment and a square toed rip rap. This would cost $ 581,000.00 plus R/W, and almost two-thirds of this would be discarded.

The recommended method of correcting the slide is to construct the new alignment from Sta. 1389+40 to Sta. 1399+00, correcting that amount of the slide which would be foundation for the new alignment and by-passing the balance of the slide. The estimated cost of this method is $ 506,000.00 plus the R/W.

$ 506,000

The rip rap and slope protection is as recommended by the Region Geologist and the Hydraulics Engineer.

Total $ 756,500

The waste will balance the earthwork quantities on the new alignment South of the river.

Discussed with J.X - Told him we didn't have the additional $250,000 - Couldn't get it built this winter anyhow. Get on with the survey so we could build the Slater Cr., Mystic Cr. section which will include the slide area

WWW

RECEIVED

The Fish Commission and the Game Commission examined the plans and project on the ground. They were very happy with the project as we were eliminating erosion and not constricting the channel. The people from both Commissions were very opposed to channel changes.

Alfred W. Bates,
Resident Engineer

TRANSMITTAL AND ... TRANSACTION NUMBERS 10-12

1972 LE-1 2-72

TRANSACTION NUMBERS 10-13 AND 10-14

FORM PR-48
(REV. 7-67)

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 10-10-72
BY (Signature): MR. L. H. YOUNG'S SEPTEMBER 22, 1972 LE
TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☒ OTHERS ECONOMIC GROWTH CENTER

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 531 THRU 532

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
531	F-DP-29(20)	5.20	100,000	63,560	SLATER CREEK-MYSTIC CREEK SECTION	PRELIMINARY ENGINEERING
532	DP-F-29(20)	(5.20)	(100,000)	20,000	"	"

10-12-72

RECEIVED
STATE HWY ENGR
OCT 11 '72
REFER TO
FBL
FOR
Info | Insp | R/D | D/R | Sig | Ret | File

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

ECONOMIC STUDIES ARE BEING CONDUCTED CONCURRENTLY UNDER PROJECT DP-29(21) APPROVED MARCH 16, 1972.

DATE	RECOMMENDED SIGNATURE AND TITLE	DATE	APPROVED SIGNATURE AND TITLE
		10-10-72	ACTING DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obli... tion on the part of the Federal Government to provide Federal funds for the undertaking.

FOR FILING

RECEIVED
OCT 13 1972

8310

RECEIVED

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 22, 1972

TO G. L. Green, Acting Division Engineer
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
Federal Highway Administration

FROM L. H. Young
Programing Engineer

SUBJECT Program Data Submission

We are submitting program data for one preliminary engineering project, Item Nos. 531 and 532, Project F-DP-29(20) which we desire to have included in the Primary and Economic Growth Center Federal-aid Highway Programs.

This project is being programed under the provisions of IM 50-6-71 and jointly financed with Primary and economic Growth Center Funds.

We further request your authorization to proceed with the phase of preliminary engineering necessary to obtain location/design approval. We will request additional authorization to proceed with the PS & E phase as soon as location/design approval is obtained.

This Economic Growth Highway Demonstration Project is to serve the Coos Bay area which was approved as an Economic Growth Center by Mr. F. C. Turner's memorandum of December 3, 1971.

This project is to replace the Economic Growth Center Project programmed as Primary and E.G.C. Item Nos. 507 and 508 which are concurrently being withdrawn (please note the Project Numbers are being reused for the new project), as that section of the highway is involved in the Corps of Engineers' plan for development of the Camas Valley Dam and Reservoir on the Coquille River. The section originally programed from Mystic Creek to two miles south of Camas Valley will be relocated and improved at a future date.

The highway section covered by this new project is immediately adjacent to and southwesterly of the project being withdrawn and, in our opinion, the new proposed project will have the same effect as the withdrawn project on the economic growth of the Coos Bay area.

Enclosed is one copy each of State and District 6 Clearinghouse letters of approval dated June 27, 1972 and June 22, 1972, respectively.

Enc.

RWC:dg

RECEIVED
JUL 17 1972
FOR FILING

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

PUBLIC SERVICE BUILDING • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON PENWELL
Director

June 27, 1972

DOUGLAS CO.

Mr. George Baldwin, Administrator
State Highway Division
Highway Building
Salem, Oregon 97310

Re: Slater Creek-Mystic Creek
PNRS #7206 2 090

Dear George:

This is to notify you that the State Clearinghouse has completed the review of the subject program.

Your Notice of Intent was referred to the appropriate state agencies and all respondents indicated concurrence and approval. Comments and suggestions for program improvement are attached for your information and assistance.

RECEIVED
JUL 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95. Comments of the appropriate local reviewing agencies should also be included.

Sincerely,

Cleighton Penwell

NOTED
E. S. HUNTER

cc: July 3, 1972
G.L. Green, FHWA
E.S. Hunter
F.L. Hall
D.H. Moehring
R.E. Royer
Roger Trygstad
H.S. Cox
B.L. Gifford
J.C. McCormick

J.H. Versteeg

CP:nm

Enclosure

cc: Hall
Hart
Wolfe

RECEIVED
JUN 20 1972
PROGRAMING SECTION

RECEIVED
JUN 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

COMMENTS AND SUGGESTIONS
FOR PROGRAM IMPROVEMENTS --

Highway Division
Slater Creek-Mystic Creek
PNRS #7206 2 090
June 27, 1972

Fish Commission of Oregon

"Beginning about 1/4 mile below Bear Creek and continuing upstream to approximately 1 mile above Mystic Creek there is a bolder cascade which blocks fish passage. The last tributary that coho presently utilize is Slater Creek. We plant coho adults in Twelvemile Creek so it is important to maintain good downstream passage where the new highway crosses Twelvemile Creek.

There are spawning areas downstream from work area in the Middle Fork Coquille River therefore water quality must be maintained.

We request that our area Resource Manager be contacted when more definite plans are available. Planning should include the maintenance of as much streamside cover as possible, adequate stream disturbance (turbidity) to a minimum.

Our area manager is Robert E. Mullen, Box 5529, Charleston, Oregon 97420. Phone: 888-3771."

Oregon Game Commission

"Stream crossings, streamside cover and channel alterations are of major concern. It will be necessary for the district field biologist to view the project plans on site with the project engineers in order to incorporate adequate safeguards in the contract to minimize riparian hibitat alteration. Where habitat alteration is unavoidable, it may be necessary to provide some type of restoration. The district biologists to contact are Mr. Ed Schwartz of Coos Bay, Phone 267-4136 (office), 269-5493 (home), Bay Park, 300 Fifth Street and Mr. William Hall, Sitkum Route, Box 179, Myrtle Point, phone 572-5230."

State Department of Agriculture

"Cautions should be used on grade and fill sections to prevent undue erosion created by heavy run off. However, most of the erosion problems could be held to a minimum if areas are seeded and good stands of grass and shrubbery are established to prevent the loss of soil by erosion."

District Planning Section, Local Government Relations Division

"The improvement is necessary, and we urge great care in its planning and construction to maintain the scenic and recreation values of the Coquille River."

Budget Bureau No. 41-R2067; Approval Expi

U.S. DEPARTMENT
BUREAU OF

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

9-22-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER: 1 (19)(20) — PROJECT LOCATION (45 typewriter spaces): SR 42 4.45 mi. SW Camas Valley SW 5.20 mi. (21)(65)

ADT — PRESENT: 1,250 — FUTURE: 2,400 (66) — YEAR: 92 (70)(71)(72)

REGION: 10 — STATE NAME: Oregon — STATE CODE: 35 (2)(3)

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Preliminary Engineering (26)(62) — NATL. FOREST (63)(65) — FH ROUTE NO. (66)(68) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71) — EMERG. YR. (72)(73) — PL. AUTH YR (74)(75)

PROJECT NUMBER — PREFIX LETTER(S): F-DP- (14)(28) — NUMBER: 29(20) (7)(13) — SEQ. NO.

CARD 4 — CLASS OF FEDERAL FUNDS: Primary — COUNTY NAME: Douglas — CODE: 019 (14)(16)

NAME OF URBAN AREA (17-31)

ROUTE NO. P — FEDERAL-AID: 14 (32) — STATE: 35 (36)(37) — U.S. (41)

CARD 5	LINE NO. (1-4)(5)	CHANGE CODE (10)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1												
5					PE		SR 42 4.45 mi. SW Camas Valley SW 5.20 miles	5.20	100,000	(20,000 EGC) 63,560	16,440	
5					ROW		"Slater Creek-Mystic Creek Section"					
5					CONST (CODE)							
							PROJECT TOTALS	5.20	100,000	(20,000 EGC) 63,560	16,440	

ESTIMATED PROJECT COST BY PHASES

CH PR (Fu

Prelimi all pha PS & E 2-12' pave. and ne all on alignme

ROW - access parkin none.

CARD 1 — CODE 1 — PREPARED BY

1 — 14 — PROGRAM APPROVAL DATES

REMARKS

See Item 532, Project DP-F-29(20). This financed project using Primary and Econo Center Funds.

-OVER-

USCOM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

O.

FORM PR-1 (REV. 4-61)

9-22-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 42 4.45 mi. SW Camas Valley SW 5.20 mi.	ADT	1,250	2,400	92	10	Oregon	35	012	531

OPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
y Engineering								F-DP-	29(20)			

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Primary	Douglas	019	1 OR X 2

REA

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	14	35	

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 42 4.45 mi. SW Camas Valley SW 5.20 miles	5.20	100,000	(20,000 EGC) 63,560	16,440		Preliminary Engrg. all phases, incl. PS & E prep. (Future 2-12' lanes H.T. pave. with 8' shldrs. and necessary bridges all on improved alignments).
ROW		"Slater Creek-Mystic Creek Section"						
CONST (CODE)								ROW - 80' normal; access control- none; parking restrictions- none.
		PROJECT TOTALS	5.20	100,000	(20,000 EGC) 63,560	16,440		

ED BY

AM APPROVAL DATES

REMARKS

See Item 532, Project DP-F-29(20). This is a jointly financed project using Primary and Economic Growth Center Funds.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

EXISTING FACILITIES:

Roadway: 20' bituminous surface with 2' to 4' shoulders.

ADJACENT FACILITIES:

SW End
NE End — 20' bituminous surface with 2' shoulders.

PROJECT DATA: The project consists of all phases of preliminary engineering including PS & E preparation for future 2-12' lanes high-type pavement with 8' shoulders and necessary bridges, all on improved alignment.

PUBLIC HEARING: Will be offered and held if requested.

SYSTEM ACTION, WATER DEVELOPMENT, AIRPORTS, RAILROADS, HISTORICAL AND RECREATIONAL AREAS: None known to be involved.

DATA FOR PR-37:

Total Cost	Pro Rata	Federal Funds	State Funds
$100,000	(63.56% FAP)	$63,560	$16,440
	(20.00% EGC)	20,000	
$100,000	83.56%	$83,560	$16,440

Preliminary Engineering — Field $ 71,000; PS&E 29,000; $100,000

Note: This Highway Demonstration Project is to serve the Coos Bay area which was approved as an Economic Growth Center by Mr. F. C. Turner's Memorandum of December 3, 1971.

Budget Bureau No. 41-R2067; A

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

9-22-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2

REPORT NUMBER: 1 (19)(20)

PROJECT LOCATION (45 typewriter spaces): SR 42 4.45 mi. SW Camas Valley SW 5.20 mi. (21)(65)

ADT | PRESENT: 1,250 | FUTURE: 2,400 (66) | YEAR: 92 (70)(71)(72) | REGION: 10 | STATE NAME: Oregon

CARD 3

CHARACTER OF PROPOSED WORK (35 typewriter spaces): Preliminary Engineering (28)(62)

NATL. FOREST (63)(65) | FH ROUTE NO. (66)(68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72)(73) | PL. AUTH YR (74)(75)

PROJECT NUMBER: PREFIX LETTER(S): DP-F- (14)(23) | NUMBER: 29(20) (7)

CARD 4

CLASS OF FEDERAL FUNDS: Economic Growth Center

COUNTY NAME: Douglas | CODE: 019 (14)

NAME OF URBAN AREA (17-31)

ROUTE NO. P | FEDERAL-AID: 14 (32) | STATE: 35 (36)(37) | U.S.

CARD 5

LINE NO. (14-15)	CHANGE CODE (18)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description) (54-58)	MILES (59-66)	TOTAL ESTIMATED COST (67-76)	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5				PE		SR 42 4.45 miles SW Camas Valley SW 5.20 miles	5.20	100,000	(63,560 FAP) 20,000	16,440	
5				ROW		"Slater Creek-Mystic Creek Section"					
5				CONST (CODE)							
						PROJECT TOTALS	5.20	100,000	(63,560 FAP) 20,000	16,440	

ESTIMATED PROJECT COST BY PHASES

CARD 1 | CODE 1 | PREPARED BY

1 | 14 | PROGRAM APPROVAL DATES

REMARKS

See Item 531, Project F-DP-29 jointly financed project usi Economic Growth Center Funds.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

9-22-72

PROJECT LOCATION (65 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 42 4.45 mi. SW Camas Valley SW 5.20 mi.	ADT	1,250	2,400	92	10	Oregon	35	106	532

ED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Engineering								DP-F-	29(20)			

	COUNTY NAME	CODE	PROGRAM STAGE
Economic Growth Center	Douglas	019	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	14	35	

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 42 4.45 miles SW Camas Valley SW 5.20 miles	5.20	100,000	(63,560 FAP) 20,000	16,440		Preliminary Engrg. all phases, incl. PS & E preparation. (Future 2-12' lanes H.T. pave. with 8' shldrs. & necessary bridges.)
ROW		"Slater Creek-Mystic Creek Section"						ROW - 80' normal; access control- none; parking restrictions- none.
CONST (CODE)								
BY		PROJECT TOTALS	5.20	100,000	(63,560 FAP) 20,000	16,440		

APPROVAL DATES

REMARKS

See Item 531, Project F-DP-29(20). This is a jointly financed project using Primary and Economic Growth Center Funds.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

EXISTING FACILITIES:

Roadway: 20' bituminous surface with 2' to 4' shoulders.

ADJACENT FACILITIES:

SW End
NE End — 20' bituminous surface with 2' shoulders.

PROJECT DATA: The project consists of all phases of preliminary engineering including PS & E preparation for future 2-12' lanes high-type pavement with 8' shoulders and necessary bridges, all on improved alignment.

PUBLIC HEARING: Will be offered and held if requested.

SYSTEM ACTION, WATER DEVELOPMENT, AIRPORTS, RAILROADS, HISTORICAL AND RECREATIONAL AREAS: None known to be involved.

DATA FOR PR-37:

Total Cost	Pro Rata	Federal Funds	State Funds
$100,000	(63.56% FAP)	$63,560	$16,440
	(20.00% EGC)	20,000	
$100,000	83.56%	$83,560	$16,440

Preliminary Engineering — Field $ 71,000
PS&E 29,000
$100,000

Note: This Highway Demonstration Project is to serve the Coos Bay area which was approved as an Economic Growth Center by Mr. F. C. Turner's Memorandum of December 3, 1971.

Budget Bureau No. 41-R2068; Approval

U.S. DEPAR
BURE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD	REPORT NUMBER	PROJECT LOCATION (65 typewriter spaces)			FUTURE YEAR	REGION	STATE NAME	STATE CODE
2	(18) (20)	SR 42 2.0 mi. SW Camas Valley SW 3.0 mi. 21 65	ADT	1,250	2,400 (66) 92 (70)(71) (72)	10 (74) (75)	Oregon	35 (2)

CARD	CHARACTER OF PROPOSED WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER	
			FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.
3	Preliminary Engineering 26 62	(63) (65)	(66) (68)	69	70	71	72 73	74 75	F-DP- 14 23	29(20) 7

CARD	CLASS OF FEDERAL FUNDS [1]	COUNTY NAME			
4	Primary	Douglas			
	NAME OF URBAN AREA 17-31	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE
		Primary	P	14 (32)	35 (3

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHA PRO
1	(10-17)	18	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED	507	F-DP-29(20)	SR 42 2.0 mi. SW of Camas Valley SW 3.0 mi. "Mystic Creek-Camas Valley Section"	3.0	71,500	45,400 (14,300 EGC)	11,800	Preliminar All phases PS & E pre
										PROJECT TOTAL	3.0	71,500	45,400	11,800	
5					PE ROW CONST		RE-QUESTED REVISION	507	F-DP-29(20)	Withdraw Project		(16) (23)	(24) (33)		
										PROJECT TOTAL					

CARD			
1	A form PR-1 or PR-9 has been submitted within the last 7 days.	Yes [ ]	PROJECT WITHDRAWN YES [X]
1	COLUMN 14 ⟶	CODE 11	CODE 2

REASON FOR CHANGE: To withdraw the project and release Primary and EGC funds for an EC the highway immediately adjacent and westerly of this section.

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
March 23, 1972	DATE September 22, 1972	DATE	DATE
OTHER:	SIGNATURE	SIGNATURE	SIGNATURE
	Programing Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9 (REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces)		FUTURE ADT	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
SR 42 2.0 mi. SW Camas Valley SW 3.0 mi.	ADT 1,250	2,400	92	10	Oregon	35	012	507

PROPOSED WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY: FM ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER-AGR. NO.	I PROJECTS ONLY: POST MI.	DESIG.
y Engineering								F-DP-	29(20)		

FUNDS	COUNTY NAME	CODE
Primary	Douglas	019

EA	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	U.S.
	Primary	P	14	35	

WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
PE ROW CONST		ITEM AS NOW PROGRAMED	507	F-DP-29(20)	SR 42 2.0 mi. SW of Camas Valley SW 3.0 mi. "Mystic Creek-Camas Valley Section"	3.0	71,500	45,400 (14,300 EGC)	11,800	Preliminary Engineering All phases, including PS & E prep.
		PROJECT TOTAL				3.0	71,500	45,400	11,800	
PE ROW CONST		RE-QUESTED REVISION	507	F-DP-29(20)	Withdraw Project					
		PROJECT TOTAL								

has been submitted Yes [ ]
. CODE 11

PROJECT WITHDRAWN YES [X]
CODE 2

into two or more projects. Prepare a form PR-1 for all ing from such action.

REASON FOR CHANGE: To withdraw the project and release Primary and EGC funds for an EGC project on the highway immediately adjacent and westerly of this section.

-OVER-

AL: 72	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
	DATE: September 22, 1972	DATE	DATE
	SIGNATURE	SIGNATURE	SIGNATURE
	Programing Engineer	TITLE	TITLE

from one class of project to another, or covers joint financing, show both classes of funds involved.

FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48008-P61

Reason for Change - continued

The highway section covered by this withdrawn project is involved in the Corps of Engineers' plan for development of the Camas Valley Dam and Reservoir site within the Coquille River Basin. Therefore, any improvement of this section must be delayed until such time as the Corps of Engineers' plans have been finalized.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 6-61)

Budget Bureau No. 41-R2068; Approval Expire

U.S. DEPARTMENT
BUREAU OF

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD																	
2	REPORT NUMBER (18)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–65: SR 42 2.0 mi. SW Camas Valley SW 3.0 mi.		ADT		FUTURE YEAR (66) 2,400 (70) (71) 92 (72)		REGION (74) (75) 10	STATE NAME: Oregon		STATE CODE (2) (3) 35	AP CO (4) 1
3	CHARACTER OF PROPOSED WORK (35 spaces) 28–62: Preliminary Engineering		NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER: PREFIX LETTER(S) 14–23: DP-F-	NUMBER-AGR. NO. 7–13: 29(20)		POS MI (24) I
4	CLASS OF FEDERAL FUNDS [1]: Economic Growth Center									COUNTY NAME: Douglas			
	NAME OF URBAN AREA 17-31			F.A. SYSTEM: Primary						RTE NO.: P	FEDERAL AID: 14	STATE (32) 35	U.S. (36) (37)

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE (42–46)	STEP (53)	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54) (58)	PROJECT COST: TOTAL COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	CHARACTER OF PROPOSED WORK
1	(19)–(20)	10	41	42	43 - 46	53									
5					PE ROW CONST		ITEM AS NOW PROGRAMED	508	DP-F-29(20)	SR 42 2.0 mi. SW of Camas Valley SW 3.0 mi. "Mystic Creek-Camas Valley Section"	3.0	71,500	14,300 (45,400 FAP)	11,800	Preliminary Eng All phases, inc PS & E prep.
										PROJECT TOTAL	3.0	71,500	14,300	11,800	
5					PE ROW CONST		RE-QUESTED REVISION	508	DP-F-29(20)	Withdraw Project		(10) (23)	(24) (33)		
										PROJECT TOTAL					

CARD		
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☒
1	COLUMN 14 ——→ CODE 11	CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE:

To withdraw the project and release Primary and EGC funds for an EGC on the highway immediately adjacent and westerly of this section.

-OVER-

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
March 23, 1972	DATE: September 22, 1972	DATE:	DATE:
OTHER:	SIGNATURE:	SIGNATURE:	SIGNATURE:
	Programing Engineer	TITLE:	TITLE:

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

JECT LOCATION (45 typewriter spaces)			FUTURE YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
R 42 2.0 mi. SW Camas Valley SW 3.0 mi.	ADT	1,250	F 2,400 92	10	Oregon	35	106	508

WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER		I PROJECTS ONLY	
		FM ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.
ering								DP-F-	29(20)		

	COUNTY NAME	CODE
Economic Growth Center	Douglas	019

F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	U.S.
Primary	P	14	35	

	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
ST		ITEM AS NOW PROGRAMED	508	DP-F-29(20)	SR 42 2.0 mi. SW of Camas Valley SW 3.0 mi. "Mystic Creek-Camas Valley Section"	3.0	71,500	14,300 (45,400 FAP)	11,800	Preliminary Engineering All phases, including PS & E prep.
					PROJECT TOTAL	3.0	71,500	14,300	11,800	
ST		REQUESTED REVISION	508	DP-F-29(20)	Withdraw Project					
					PROJECT TOTAL					

...een submitted Yes	PROJECT WITHDRAWN YES [X]
CODE 11	CODE 2

...o or more projects. Prepare a form PR-1 for all ...m such action.

REASON FOR CHANGE: To withdraw the project and release Primary and EGC funds for an EGC project on the highway immediately adjacent and westerly of this section.

-OVER-

	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
	DATE September 22, 1972	DATE	DATE
	SIGNATURE	SIGNATURE	SIGNATURE
	Programing Engineer	TITLE	TITLE

...se class of project to another, or covers joint financing, show both classes of funds involved.

...S ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48089-P61

Reason for Change - continued

The highway section covered by this withdrawn project is involved in the Corps of Engineers' plan for development of the Camas Valley Dam and Reservoir site within the Coquille River Basin. Therefore, any improvement of this section must be delayed until such time as the Corps of Engineers' plans have been finalized.

8310

43

RECEIVED
JUN 5 - 1972
FOR FILING

June 2, 1972

Executive Department
Federal Aid Coordination Unit
240 Cottage Street, S. E.
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 6

Federal Aid Primary

Slater Creek-Mystic Creek
Coos Bay-Roseburg Highway
Douglas County

This project will replace the withdrawn project, Mystic Cr.-Camas Valley Sec., PNRS #7201-2-200.

The estimated date of filing for federal-aid funds on this project is July 17, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Attachment

BLG:bb

cc: R. E. Simpson, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase
J. C. McCormick
J. H. Verstaeg

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 7, 1971

SUBJECT: Slater Creek-Bear Creek Section
Coos Bay-Roseburg Highway
Douglas County

To: Mr. R. L. Porter
State Highway Engineer

Several weeks ago, the matter of obtaining a parcel of land from Longview Fibre was brought to our attention. The parcel is located about two miles east of the Coos County line on ORE42. It is a myrtlewood grove and Al Flegel was interested in its being acquired to substitute for a small BLM park (Bear Creek) some three miles farther east which was apparently due to be destroyed by relocation of the highway.

At present there is no firm highway location line available. It has not been positively established that the BLM Bear Creek Park will be wiped out, nor to what extent the Longview Fibre tract may be damaged. Contact with Longview Fibre by the Douglas County Land Agent indicates the property is probably obtainable.

Another park area which would be better than the Longview Fibre tract in some respects, but does not have a myrtlewood grove, is being sought a few miles to the west in Coos County. This is unlikely to diminish Douglas County's interest in replacement of the myrtle trees.

Chairman Jackson was interested in this matter several months ago and more recently it was brought to my attention again, this time by Mr. Edwards.

Until some more definite plans for the highway are available, a description covering the Longview Fibre tract is difficult to put together. Perhaps if Mr. Jackson understood these circumstances, the subject would be less recurrent.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Tom Edwards
F. B. Klaboe
D. G. Talbot
C. T. Keasey

12-15-71
Tom is doing some investigating of alternate route.

Salem, Oregon
October 21, 1971

Mr. David G. Talbot
State Parks Superintendent

Slater Creek-Bear Creek Section
Coos Bay-Roseburg Highway
Station 1268 to 1281, approximately
~~Bear Creek Park (BLM)~~
Douglas County

The matter of our proposed highway location damaging a myrtle grove in this particular park was studied in October and November 1969. At that time it was considered possible that replacement could be arranged by obtaining adjacent property or another site to compensate the loss of public park facilities.

Chairman Jackson directed that steps be taken to determine definitely what can be done and if a satisfactory arrangement can be found, to take steps to make a new site available as replacement park area.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc R. L. Porter
Tom Edwards
F. B. Klaboe
C. T. Keasey

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NOV 30 1970
FOR FILING

RECEIVED
NOV 30 1970
FOR FILING

Coast
R/W
Coos Bay-Roseburg

3756

November 25, 1970

Mr. George Burr, Chairman
Highway and Parks Committee
Coquille Chamber of Commerce
P. O. Box 711
Coquille, Oregon 97423

Dear Mr. Burr:

This is in response to your November 5 letter in which you inquired as to the future of the Bureau of Land Management park near Bear Creek on the Coos Bay-Roseburg Highway in Douglas County.

The survey for the new highway was completed through this area prior to the construction of the park. Funding is not presently in sight, so the park will continue to be used for some time. Prior to initiating construction, the problem will be worked out satisfactorily. We are presently investigating the possibility of replacement areas within a reasonable distance of this facility.

If we may be of further service, please let us know.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

bc R. L. Porter
Lloyd Shaw
F. B. Klaboe
E. S. Hunter
Victor D. Wolfe
D. G. Talbot
C. T. Keasey

LPS:ajw/TE:ja

RECEIVED
NOV 18 1970
FOR FILING

November 16, 1970

3156

Ms. Shirley Francis, Secretary
Myrtle Point Chamber of Commerce
Post Office Box 578
Myrtle Point, Oregon 97458

Dear Ms. Francis:

Thank you for your recent letter concerning the future of the Bureau of Land Management park near Bear Creek on the Coos Bay-Roseburg Highway.

I believe the highway survey was completed or quite well along before the park was developed and since that time, this Division has done nothing additional in the area.

We will be glad to discuss this matter with the Bureau of Land Management and will do the best we can to see that all public interests are protected.

I do not have a definite idea or proposal to offer at this time, except that we will give the matter a thorough and careful review.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

cc Tom Edwards
F. B. Klaboe
Lloyd P. Shaw
E. S. Hunter
Victor D. Wolfe
Frank Hall
David Talbot
C. T. Keasey

REFERRED TO
Admin
BY SECRETARY

Edwards
Wright Blane
KLP

Myrtle Point Chamber of Commerce

IN THE HEART OF THE FAMOUS MYRTLEWOOD

RECEIVED
OCT 28 1970
DESIGN SECTION

Swensen
R. Olsen
Treut
Do Not File ☐
Keep ☐
Return To
Other

P. O. BOX 578
MYRTLE POINT, OREGON 97458

Myrtle Point, Oregon
October 23, 1970

Oregon State Highway Department
Salem, Oregon 97310

Gentlemen:

It has been brought to the attention of the Myrtle Point Chamber of Commerce that your plans for improvement and realignment of State Highway No. 42 in the vicinity of the Coos and Douglas County line call for utilizing as roadway most of the land comprising the Bear Creek Recreation area developed and operated by the United States Bureau of Land Management.

As you know, this chamber has been for many years, and now is, a staunch supporter of Highway No. 42 improvement; and the submission of this letter should in no way be regarded as any criticism of or remonstrance against your proposals.

However, in view of the very heavy use of the Bear Creek area by the public, and the complete lack of any similar facilities on the highway between the Camas Mountain and Hoffman waysides, you are earnestly requested to give your most serious consideration to alternate plans which might preserve this very picturesque, restful and much-used facility.

Very truly yours,

REFERRED TO
Wells
Please show me.
H.

Myrtle Point Chamber
of Commerce
by Shirley Francis
secretary

cc: Bureau of Land Management

RECEIVED
OCT 26 '70
OFFICE OF
STATE HIGHWAY ENGINEER

8310

13

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 12, 1970
Salem, Oregon

To: Lloyd P. Shaw
Assistant State Highway Engr.
B U I L D I N G

SUBJECT: Slater Creek-Bear Creek Sec.
Coos Bay-Roseburg Highway
Douglas County
Bear Creek Recreation Site

The site referred to in Mr. George Burr's letter is the developed BLM site immediately west of Bear Creek on the Middle Fork Coquille River. The area includes both banks of the river and is connected by a foot bridge.

As indicated in the Rough Draft the site was developed by BLM with the knowledge that it encroached on the area of our highway location on the south bank. We are presently studying the possibility of moving the line to avoid major encroachment on the recreation area, but it does not appear that all encroachment can be avoided within reasonable costs.

Frank L. Hall
Design Engineer
By:

George C. Wills

George C. Wills
Chief Locating Engineer

GCW:jf
cc: R. L. Porter
Tom Edwards
F. B. Klaboe
E. S. Hunter

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NOV 12 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
November 10, 1970

Bear Creek Recreation Site

Mr. Frank Hall
Design Engineer

Please prepare a draft of a reply to George Burr, Chairman, Highway and Parks Committee, Coquille Chamber of Commerce.

The attached file includes copies of two Bureau of Land Management letters and Mr. Burr's November 5 letter to this office. The Bear Creek Recreation site referred to in the November 5 letter appears to be the same site which was brought to our attention by Douglas County Commissioner Al Flegel several months ago. At that time, it was determined that damage to the Myrtle grove would be relatively light. Perhaps circumstances have changed.

Please investigate and include in your draft, information in regard to the ultimate effect on this recreation area.

Lloyd P. Shaw
Assistant State Highway Engineer

Attachments
LPS:ajw
cc R. L. Porter
Tom Edwards
E. S. Hunter

8510

COQUILLE CHAMBER OF COMMERCE

P. O. Box 711
Phone 1001

Coquille
Oregon

November 5, 1970

REFERRED TO Edwards
FOR Lt. Discuss

Mr. R. L. Porter
State Highway Engineer
State Highway Division
Salem, Oregon 97310

Dear Mr. Porter:

We are enclosing a copy of a letter sent to the Bureau of Land Managment in Salem by Mr. Richard L. Schaertl, Acting District Manager of the Coos Bay District Office in Coos Bay.

This letter points out that under tentative plans the Bear Creek Recreation Site would be all but destroyed when improvements to Highway 42 are undertaken by the Highway Division.

The Coquille Chamber of Commerce urges you to give your most serious consideration to alternate plans which might preserve this beautiful site without delaying further improvements to Highway 42.

Bear Creek Recreation site is one of the few beautiful parks which is still maintained without cost to the State Highway Department.

RECEIVED
NOV 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

Geo. F Burr

George Burr, Chairman
Highway and Parks Committee
Chamber of Commerce
Coquille, Oregon 97423

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Coos Bay District Office
P.O. Box 1139
Coos Bay, Oregon 97420

IN REPLY REFER TO:

OCT 5 1970

Mr. George F. Burr
815 South First
Coquille, Oregon 97423

Dear George:

Enclosed is a copy of a recent letter sent to our State Office regarding Bear Creek Recreation Site.

We know of your personal interest in preserving this area and thought you might be interested in this correspondence.

Sincerely yours,

G. L. Schaeffer

Acting District Manager

RECEIVED
NOV 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

6260

Coos Bay District Office
P.O. Box 1139
Coos Bay, Oregon 97420

OCT 5 1970

State Director 100.3c-3

District Manager, Coos Bay

Bear Creek Recreation Site Use

During the months of July, August, and September, the district has had a traffic counter at the entrance of Bear Creek Recreation Site located adjacent to State Highway 42, 26 miles east of Myrtle Point. This counter was installed specifically to give site use data. Our best estimate of use during this period is 31,500 visitors.

We will continue to monitor the use throughout the year in order to obtain a better estimate of the site's total use. Our register shows visitors from almost every state and many foreign countries have enjoyed this facility provided by the Bureau.

The major purpose for writing this report on Bear Creek Recreation Site's use is that the State Highway Department has plans for improving Highway 42. According to their tentative plans, Bear Creek Recreation Site would be all but destroyed when these improvements to the highway are made. We feel the destruction of a heavily used and appreciated site such as this would be a mistake and all efforts should be made to work with the State Highway Department to preserve this area, without delaying further improvement of Highway 42.

RICHARD L. SCHAERTL

Acting

RKing:mll
10/5/70

8-310

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NOV 19 1969
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 18, 1969

To: David O. Talbot
State Parks Superintendent
OFFICE

SUBJECT: Slater Creek-Bear Creek Section
Coos Bay-Roseburg Highway
Proposed Douglas County Park

Douglas Co

The major area of highway encroachment into the site does begin at approximately Station 1276+00, where the toe of the slope from the proposed alignment extends into the existing trees. This tree growth does not, however, contain any of the large myrtle, but mostly fir and small cedar, maple, and alder. The significant myrtle grove does overlap as far as about Station 1278+50. However, the myrtles are located beyond the proposed toe of the slope and probably would not be affected in an adverse manner.

Larry Jacobson
Parks Planning Supervisor

LJ:aw

NOTED
LLOYD P. SHAW

RECEIVED
NOV 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Original returned to Talbot with Parks file 11-19-69

310

RECEIVED
NOV 7 1969

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 6, 1969

SUBJECT:

To: MEMO TO FILE

On this date, I talked to Douglas County Commissioner Al Flegel re the myrtle wood grove on the Slater Creek-Bear Creek Section of the Coos Bay-Roseburg Highway.

I told Commissioner Flegel that I had looked at the map which depicted the location through the myrtle wood grove and that it appeared that as we were following very closely to the existing alignment, there would be a substantial part of the grove left unmolested.

I also stated that regardless of right-of-way width that was taken any land not needed for highway slopes could be incorporated in the myrtle grove area.

Commissioner Flegel seemed satisfied that the problem could be readily worked out and stated that he would be in Salem on December 18 and would confer with Mr. Shaw re this matter.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Lloyd P. Shaw - with file
F. B. Klaboe
Victor D. Wolfe
David G. Talbot
H. S. Cox

FORM E-30-X (12-67

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 4, 1969

To: David G. Talbot
State Parks Superintendent
OFFICE

SUBJECT: Slater Creek-Bear Creek Section
Coos Bay-Roseburg Highway
Proposed Douglas County Park Site

Per Mr. Shaw's request, we have evaluated the proposed highway realignment in relation to the potential park area along the Slater Creek-Bear Creek section of Highway 42. There are two sections where the proposed alignment would most adversely affect the tree growth in this area.

From approximately station 1268+00 to 1272+50 the proposed toe of slope appears to extend into the existing trees far enough to require removal of a fringe of large myrtle trees immediately adjacent to the highway. A significant growth of large trees would remain between the river and the toe of slope, particularly if no clearing was done beyond the proposed toe of the fill. Photo 1 shows the trees adjacent to the existing highway.

The most encroachment occurs between station 1276+00 and 1281+00 where the proposed toe of slope extends in the potential park area about 75 feet from the existing toe of slope. The tree type in this section is fir, cedar, maple and alder, and does not include any of the large myrtle trees prominent along the river. Photo 2 shows the trees in this area.

The most attractive and largest myrtle trees are located between stations 1273+00 and 1278+50 and would not be adversely affected by the realignment.

Although the realignment would remove some significant tree growth, in my opinion there would be very little damage to the recreational attractions of the site. The traffic noise is a disturbing element from the existing highway and would not be measurably increased by the realignment. It appears that the realignment would improve the site distance in either direction from the potential point of access into the site.

The attached map shows the approximate location of a series of photographs taken at the site.

Larry Jacobson
Parks Planning Supervisor

LJ:aw
Attachment

8.3.0

75

October 24, 1969

The Honorable Al Flegel, Commissioner
Douglas County Board of Commissioners
Courthouse
Roseburg, Oregon 97470

Dear Al:

This is just a note to let you know we have not forgotten you and the myrtle wood grove on the Slater Creek-Bear Creek Section of the Coos Bay-Roseburg Highway.

I have had some commerce with our Location people indicating that moving the highway realignment would be quite difficult and costly; however, there might be some other factor which would enter into it upon closer inspection.

Our Parks Planning people expect to be in that area about the middle of the week of October 27, following which we will have a report from them and any suggestions they may come up with.

I will contact you again after all this has transpired.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
bc Forrest Cooper
R. L. Porter
David G. Talbot

310

15

Salem, Oregon
October 13, 1969

Mr. David G. Talbot
State Parks Superintendent

Slater Creek-Bear Creek Section
Coos Bay-Roseburg Highway
Douglas County
Proposed Park Site

The attached exhibits and correspondence include a September 4 memorandum signed by R. E. Kischel, Land Agent for Douglas County. This memorandum and the attached copy of an aerial photograph were left with me by Al Flegel, who stated that he had been in contact with Chairman Jackson in regard to the proposed relocation of the highway and conflict with a grove of myrtle trees.

Will you please have someone examine the area and see if the impression gained by our people concurs with that stated in Division Engineer C. T. Keasey's letter of September 29.

Any substantial relocation of the highway would appear to be extremely costly because of the local topography. Some opinion as to the damage which might be caused by highway construction in relation to the remaining potential park area would be of interest. Any other comments you wish to make would be welcome; also prompt action on this matter would be appreciated.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
Attachments
cc Forrest Cooper
R. L. Porter
F. B. Klaboe

- 5-7' Camas Valley P.O. MD 55 85
BLM Park MD 46 83
7.3? miles

FORM S-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 29, 1969

To: Mr. D. J. Barbee
Design Engineer
S A L E M

SUBJECT: Slater Cr.-Bear Cr. Section
Coos Bay-Roseburg Highway
Proposed Douglas County Park Site

Attention George Wills

As requested in your letter of September 16, we have checked the location survey on the subject section and, after contacting Mr. R. E. Kischel, Land Agent for Douglas County, we have superimposed the proposed park limits on the location map, a copy of which is enclosed.

The proposed right of way for this section would, it appears, take a considerable portion of the proposed park area but the actual slope lines would not encroach too greatly.

A county park site in this area would not be objectionable so long as provision were made for the proposed reconstruction of the highway.

C. T. KEASEY
Division Engineer

CTK/cw
Enc.

Routing

Barbee — Trout
Hall — Wills
A. Olson — Hackleman
Sample — Scott
Terpin — R. Olson
Swenson — Carstenson

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SEP 30 1969
DESIGN
DIVISION

5-7' Camas Valley P.O. 1/D 55.85
BLM Park 4/D 4 & 53
7.32 miles
Bear Creek

LAND DEPARTMENT

TELEPHONE: 672-3311
EXTENSION 79

COUNTY OF DOUGLAS

COURTHOUSE
ROSEBURG, OREGON 97470

September 4, 1969

MEMORANDUM: Regarding Park Site adjacent to Highway #42, West of Camas Valley

I. LOCATION:

Milepost #47, Coos Bay-Roseburg Highway; 7 miles west of Camas Valley and 2 miles inside county.

7.32

II. SCENIC FEATURES:

A. Sandy beach on Middle Fork Coquille River

B. Grove of old growth Myrtle Trees: 80' to 120' high, average 24" to 30" dbh and estimated to 100 MBF

III. TERRAIN:

Flat bench, above flood stage of river; 50'- 100' wide

IV: AREA:

Estimated to be 8.7 acres

V. ACCESS:

Needs improvement

VI: OWNER:

Longview Fibre Corp.
Longview, Washington ?

Routing

1 Barbee		Trout	T
2 Hall	RECEIVED	Wills	
A. Olson		Hacklomen	
Sample	SEP 16 1969	Scott	
Terpin		R. Olson	
Swenson	DESIGN DIVISION	Carstensen	

Lloyd Shaw

R.E. Kischel
R.E. Kischel
Land Agent

End — Al Engle is trying to have an unusual area of myrtle trees (approximately 7 miles west of Camas Valley — Route 42, 2 miles Glen L. county) that option should be taken to accomplish this. Tract is looking into possible highway relocation.

D

ER

LAND DEPARTMENT

TELEPHONE: 673-3311
EXTENSION 79

COUNTY OF DOUGLAS
COURTHOUSE
ROSEBURG, OREGON 97470

September 4, 1969

MEMORANDUM: Regarding Park Site adjacent to Highway #42, West of Camas Valley

I. LOCATION: -?

Milepost #47, Coos Bay-Roseburg Highway; 7 miles west of Camas Valley and 2 miles inside county.

II. SCENIC FEATURES:

A. Sandy beach on Middle Fork Coquille River

B. Grove of old growth Myrtle Trees: 80' to 120' high, average 24" to 30" dbh and estimated to 100 MBF

III. TERRAIN:

Flat bench, above flood stage of river; 50'- 100' wide

IV: AREA:

Estimated to be 8.7 acres

V. ACCESS:

Needs improvement

VI: OWNER:

Longview Fibre Corp.
Longview, Washington

? This does not fit the Mile point location if "7 miles west of Camas Valley" is used. It does fit MP 47.

LLOYD SHAW

R.E. Kischel
Land Agent

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OCT 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

This is not Bear Creek BLM Park. It is about 1.8 miles east of this

11-5-71

LONGVIEW FIBRE CO

RIVER

BLM

This is not Bear Creek BLM Park. It is about 1.8 miles east of this.
11-5-71

LONGVIEW FIBRE CO

BLM

RIVER

NIC BAR

Middle

F

8

17

1

2

3

4

Taken at lower end of subject property. Middle FK, Coquille River.

Easterly end of subject property. Part of driveway access is shown.

Large trees, all myrtle. Typical view of property.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

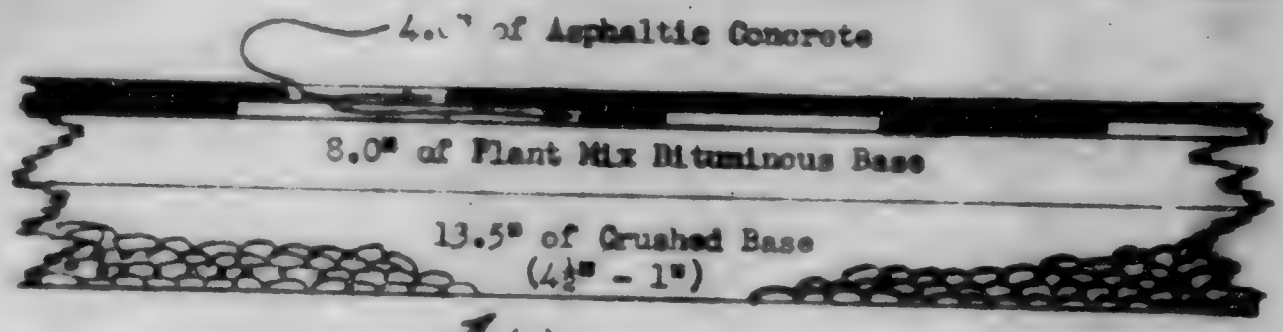
Section SLATER CREEK - DEER CREEK Highway COOS BAY-ROSEBURG (FAR 14) County DOUGLAS

Res. Engr. _____ Approx. Length 2.0± Miles. Sta. 1245± to Sta. 1345±

Truck A.D.T. 240 Traffic Coefficient 9.0 18 kip s.a. per day 166.1.

Annual Precipitation 36"± Frost Penetration - - - -.

(1)
Typical Soil
36 LL
11 PI
98 %P 10
66 %P200
2 %Gravel
9 % Sand
24 % Sand
31 %Silt
34 %Clay
13 "R" Value
(Compacted)



AASHO CLASSIFICATION:
A-6 (7)

MATERIAL SOURCES:
To be determined by the Engineer.

Note:
Specifications for Plant Mix Bituminous Base to be furnished by Laboratory.

CBR Total Req.			
	5.0	4.0	A.C.
	9.5	8.0	P.M.B.B.
	13.5	13.5	Cr. Base
28.0	28.0	25.5	

RECEIVED
JUN 27 1966
FOR FILING

NOTED
F. B. KLABOE

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by C. J. Lang
Staff Assistant

Recommended by John C. Gilbert
Engineer of Materials

Recommended by [signature]
Construction Engineer

Approved by [signature]
Asst. State Highway Engineer

8310

SLATER CREEK - BEAR CREEK
COOS BAY - ROSEBURG (FAR 14)
DOUGLAS COUNTY

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	Plant Mix Bituminous Base	Level	Crushed Base	CBR Req.	Actual Thickness
90 - 240	3.5"	8.0"	- - -	12.0"	26.0"	23.5"
30 - 90	3.5"	6.0"	- - -	11.5"	23.0"	21.0"
8 - 30	3.0"	6.0"	- - -	9.0"	20.0"	18.0"
1 - 8	2.0"	4.0"	- - -	9.5"	17.0"	15.5"
Cars Only	2.0"	4.0"	- - -	6.0" (Minimum)	12.5"	12.0"

For substitution use the "CBR Requirement Column" to obtain total thickness required and table below for values:

1.0" Asphaltic Concrete	=	1.25" Crushed Base
1.0" Plant Mix Bituminous Base	=	1.2" Crushed Base
1.0" Oil Mat	=	1.1" Crushed Base

Equivalency factors recommended by O. A. White, Engineer of Materials and Research.

For local materials an equivalency of 1.0" has been allowed untreated crushed base under the P.M.B.B. Should the same crushed base be used in a "non-treated" section, a maximum air degradation requirement of 30.0% P#20 sieve and a 3.0" height, in addition to the Standard Specifications, would be necessary to obtain a 1.0" equivalency.

Placing both courses of A.C. (4.0") immediately is recommended as no major fill subsidence is anticipated thru this section.

SECTION: SLATER CREEK - BEAR CREEK

HIGHWAY: COOS BAY-ROSEBURG (FAR 14)

COUNTY: DOUGLAS

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 1100 (Total)

B. Future ADT 2100 (Total)

C. Mean ADT 1600 $\frac{(A+B)}{2}$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 16% (ADT Basis) $\frac{\text{7\% Logging Trucks}}{\text{Commercial Trucks}}$

G. Trucks (in one direction) $F = \frac{7}{8} \times (C)$ $\frac{1600}{1600} = \frac{112}{128}$ $\frac{}{240}$

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 240 x (H) 100 % = 240

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

= 9.0

SECTION: SLATER CREEK - BEAR CREEK

HIGHWAY: COOS BAY-ROSEBURG (FAR 14)

COUNTY: DOUGLAS

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good _____ Fair _____ Poor _____
   Remarks: A P.M.B.B. section made from this type material has not been in service long enough to obtain a service record.
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made for this project, as there are no known local material sources that would meet P.C.C. specifications.

8310 Slater Cr.-Mystic Cr. Sec. 1975
of Coos Bay-Roseburg Hwy.
(Grading, paving & structures)

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ARCHAEOLOGICAL INVESTIGATIONS AT THE LOONEY SITE (35 DO 13)

DOUGLAS COUNTY, OREGON

Contract between

Highway Division

Oregon State Department of Transportation

and

University of Oregon

Oregon State Museum of Anthropology

by

Richard M. Pettigrew

Oregon State Museum of Anthropology

Eugene, Oregon

August 24, 1978

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ARCHAEOLOGICAL INVESTIGATIONS AT THE LOONEY SITE (35 DO 13) DOUGLAS COUNTY, OREGON

INTRODUCTION

On January 16-18, 1976, through a contract between the Highway Division of the Oregon State Department of Transportation and the University of Oregon Museum of Natural History (MNH), Richard M. Pettigrew, then Research Assistant, MNH, surveyed the proposed Slater Creek-Mystic Creek Section of the Coos Bay-Roseburg Highway (Ore. 42), in Douglas County, Oregon, for archaeological sites on January 16, 18 and 19, 1976 (see Map 1). One archaeological site was found, called the Looney Site (35 DO 13) after the name of the nearest local resident.

Pettigrew and Rick Minor, a graduate student in anthropology at the University of Oregon, tested the site on April 5 and 6, 1976, to find the extent and concentrations of cultural debris and to determine the advisability of more extensive excavations. Based upon data from the test excavations, it was recommended that more of the site should be excavated to obtain a sample of cultural material large enough to be comparable to samples from other sites in the interior of southwestern Oregon. It was hoped also that further excavation might provide some data on the vertical and horizontal structure of the site, allowing a reasonably accurate functional interpretation of the aboriginal habitation.

Accordingly, from May 7 to 9, 1976, a crew of six persons led by Pettigrew excavated four two-meter squares. This report is the description of the data recovered from the excavations and the earlier test excavations.

THE SETTING

Located between Highway Stations 1285 and 1290 on the Coos Bay-Roseburg Highway (Ore. 42) at an elevation of 600 feet above mean sea level (see Map 1), the Looney Site is situated on a terrace overlooking the north bank of the Middle Fork Coquille River (see Map 2). This terrace, between about 30 and 150 meters north of the river, appears to be an ancient riverine terrace, formed at a time when the river was at the same elevation as the terrace. Subsequently, the river has cut down through the bedrock to its present channel, approximately 20-30 meters below the edge of the terrace.

The site is not, however, upon an alluvial deposit; rather, the soil appears to

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ARCHAEOLOGICAL INVESTIGATIONS AT THE LOONEY SITE (35 DO 13) DOUGLAS COUNTY, OREGON

INTRODUCTION

On January 16-18, 1976, through a contract between the Highway Division of the Oregon State Department of Transportation and the University of Oregon Museum of Natural History (MNH), Richard M. Pettigrew, then Research Assistant, MNH, surveyed the proposed Slater Creek-Mystic Creek Section of the Coos Bay-Roseburg Highway (Ore. 42), in Douglas County, Oregon, for archaeological sites on January 16, 18 and 19, 1976 (see Map 1). One archaeological site was found, called the Looney Site (35 DO 13) after the name of the nearest local resident.

Pettigrew and Rick Minor, a graduate student in anthropology at the University of Oregon, tested the site on April 5 and 6, 1976, to find the extent and concentrations of cultural debris and to determine the advisability of more extensive excavations. Based upon data from the test excavations, it was recommended that more of the site should be excavated to obtain a sample of cultural material large enough to be comparable to samples from other sites in the interior of southwestern Oregon. It was hoped also that further excavation might provide some data on the vertical and horizontal structure of the site, allowing a reasonably accurate functional interpretation of the aboriginal habitation.

Accordingly, from May 7 to 9, 1976, a crew of six persons led by Pettigrew excavated four two-meter squares. This report is the description of the data recovered from the excavations and the earlier test excavations.

THE SETTING

Located between Highway Stations 1285 and 1290 on the Coos Bay-Roseburg Highway (Ore. 42) at an elevation of 600 feet above mean sea level (see Map 1), the Looney Site is situated on a terrace overlooking the north bank of the Middle Fork Coquille River (see Map 2). This terrace, between about 30 and 150 meters north of the river, appears to be an ancient riverine terrace, formed at a time when the river was at the same elevation as the terrace. Subsequently, the river has cut down through the bedrock to its present channel, approximately 20-30 meters below the edge of the terrace.

The site is not, however, upon an alluvial deposit; rather, the soil appears to

have formed out of weathered parent bedrock, which is a sandstone. This, most likely, is a unit either of the Flournoy or the Tyee formation (Baldwin 1976: 24-26), observable on the hillslopes, in the highway cut, and in the channel of the river. These formations are composed of Eocene sedimentary rock, uplifted for the last time during the Miocene Epoch, 25 to 13 million years ago. Excavation revealed no homogeneous alluvial strata at the Looney Site, but, instead, a classic series of A, B and C horizons, with the size and frequency of weathered sandstone rocks increasing with depth.

The valley of the Middle Fork Coquille River in the vicinity of the Looney Site is narrow, with a deeply incised channel flanked by high ridges. Only occasionally are there flat areas above the river where one might reasonably expect habitation, either aboriginal or modern Euro-American.

The vegetational communities in the project vicinity are classed by Franklin and Dyrness (1973: 133-36) in their Mixed Evergreen vegetational zone, in which Douglas fir and tanbark oak are considered the dominant, climax, tree species. Other important trees in the project vicinity are Oregon White Oak, madrone, Oregon myrtle, chinkapin, and bigleaf maple. Two important species of undergrowth are poison oak and hazel. Before clearing the area for the highway, the area of the Looney Site on the flat portion of the terrace south of the original road was covered by a forest community dominated by Oregon myrtle.

The variety and dense growth of the vegetation in this portion of the valley of the Middle Fork Coquille River is due to a very mild climate, with relatively warm (only occasionally freezing) and wet winters and hot and dry summers.

Sizeable populations of black-tailed deer and Roosevelt elk inhabit the drainage area of the Middle Fork, and the project area is within their winter ranges. Of perhaps greater importance to the archaeological interpretation of the area are the runs of anadromous fish in the river, including steelhead, sea-run cutthroat trout, and chinook and coho salmon (Thompson, Smith and Lauman 1972).

ETHNOGRAPHIC BACKGROUND

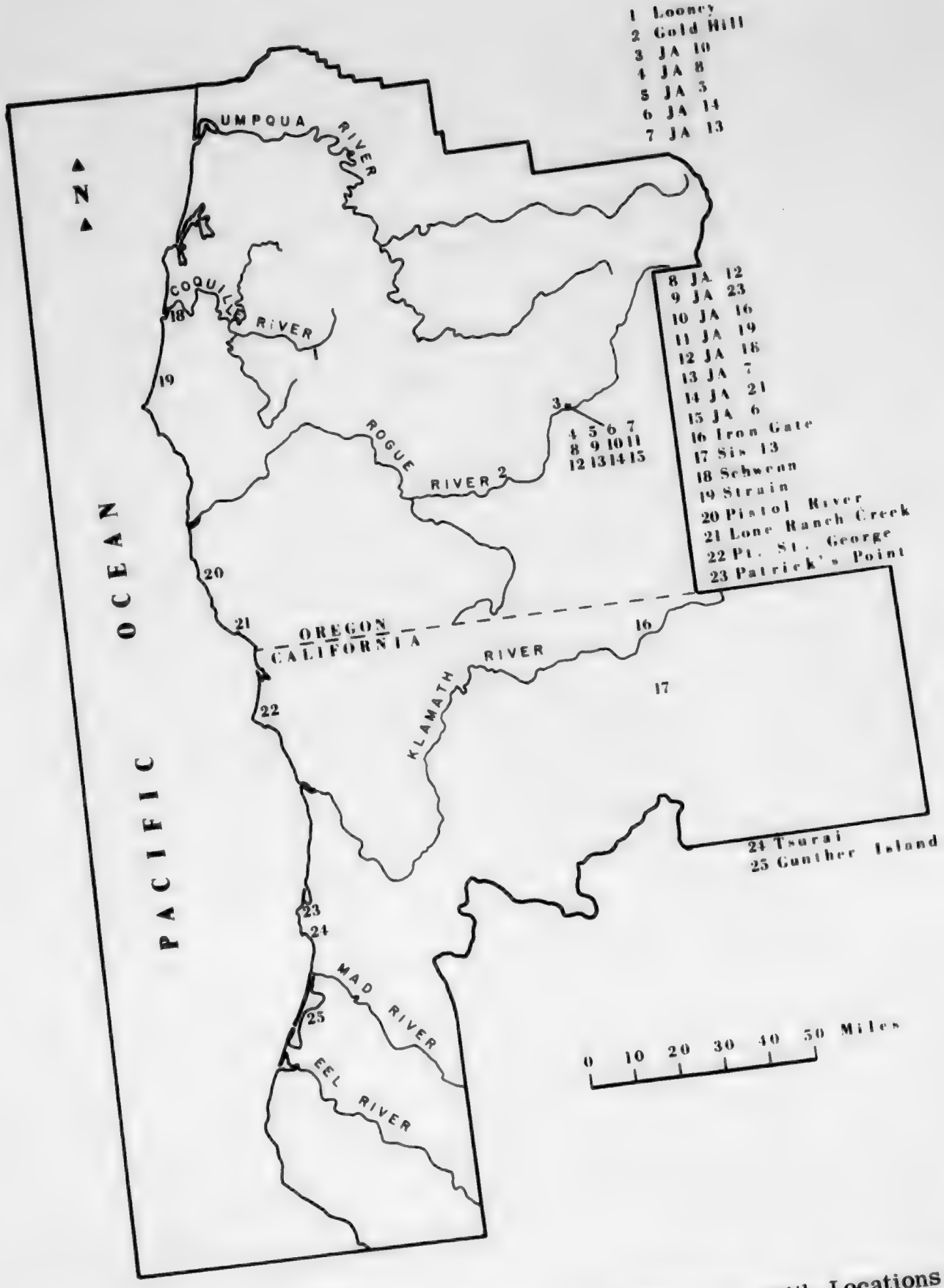
The aboriginal inhabitants of the Middle Fork at the time of contact with Euro-Americans were the Mishikhivutmetunne, or 'Upper Coquille,' who spoke an Athabascan dialect closely related to that of their Athabascan neighbors who lived along the upper Umpqua River and the coastal streams of Oregon south of

the Coquille River (Drucker 1937: 279-82). Very little ethnographic information is available on the Upper Coquille people. Their culture was very similar to that of the Tolowa (Drucker 1937) and others on the coast near the Lower Klamath River, but distinct in two major respects: first, the territory of the Upper Coquille included no coastal lands, thus limiting their sources of food to inland species; and, second, the Upper Coquille were influenced more than their Athabascan neighbors by the Kusan people, the 'Lower Coquille' of the lower portion of the Coquille River, whose culture was related more to that of the Lower Columbia than that of the Lower Klamath River.

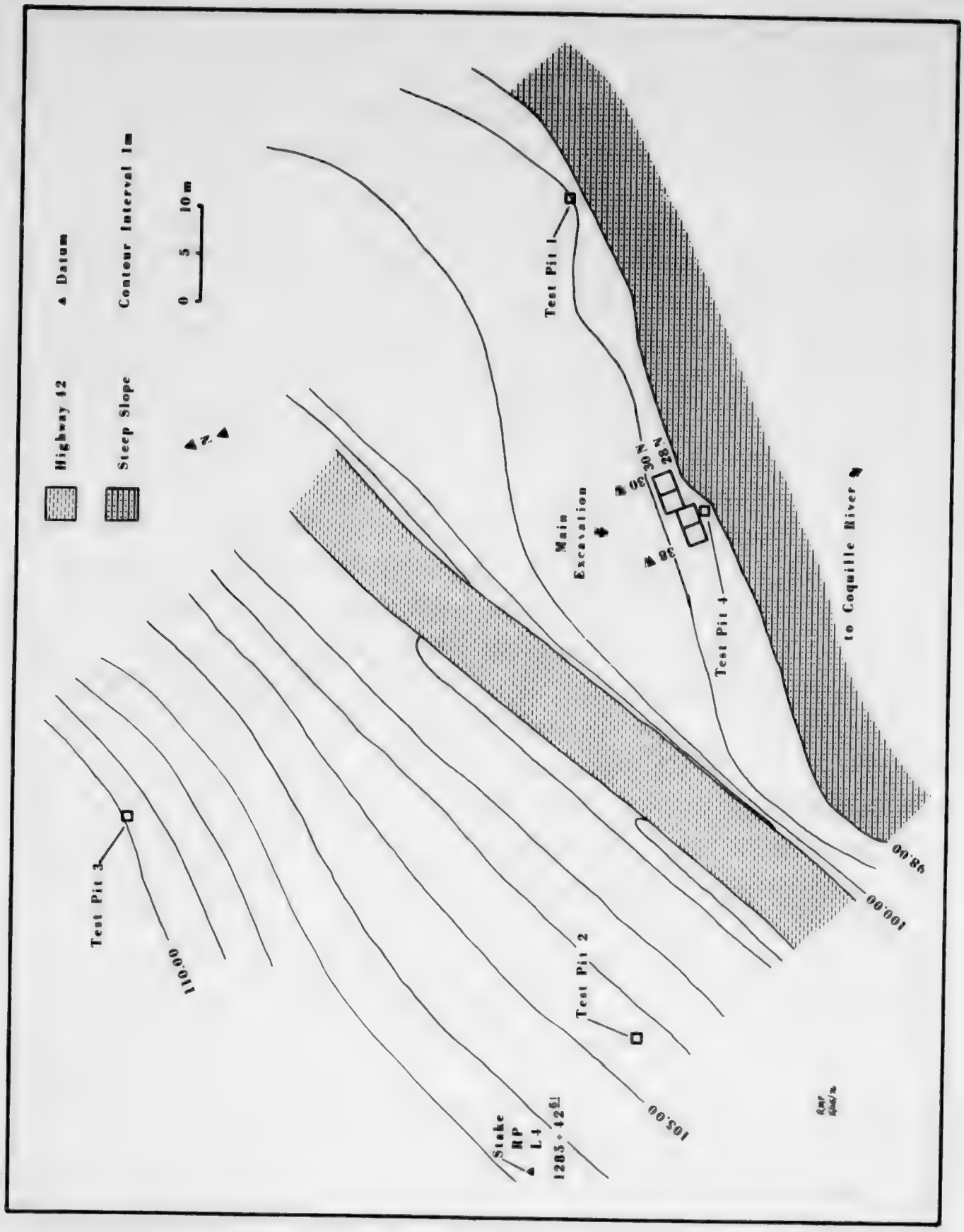
The number of ethnographically recorded sites mentioned by Dorsey (1890: 212) in Upper Coquille territory is 32, but Drucker (1937: 279) was able to record the names of only five. One was downstream from the present Coquille townsite area, one near the town of Coquille, and the remaining 30 apparently were all upstream from Coquille but with no specific locations listed. The boundary between the territories of the Upper Coquille (Athabascan) and the Lower Coquille (Kusan) is not known exactly, but it is reasonably certain that it was in the lower Coquille River area downstream from Coquille. Camas Valley, four miles upstream from the project area, with its broad, savannah-like expanse at the upper limit of the Middle Fork drainage area, probably was an important focus for aboriginal habitation, but it is not known whether it was claimed by the Upper Coquille or the Upper Umpqua.

ARCHAEOLOGICAL BACKGROUND

The drainage area of the Coquille River is poorly known archaeologically. The University of Oregon excavated sites near the mouth of the river in 1939 (Leatherman and Krieger 1940) and again in 1952 and 1962 (MNH records). In 1953 a site was excavated by the University of Oregon near the town of Coquille (MNH records). In 1974 Oregon State University personnel excavated a site near the mouth of the Coquille River (ms. in preparation). An archaeological survey of a section of Highway 42 in the Remote area, about seven miles downstream from the Looney Site, produced evidence of a site near the Remote store (Pettigrew and Cole 1977). In surveys by Richard Hanes, archaeologist for the Bureau of Land Management (BLM), Roseburg District, in the upper Middle Fork drainage area in 1976, three sites were found near the lower end of Camas Valley, six miles upstream from the Looney



Map 1: Southwestern Oregon-Northwestern California, with Locations of Significant Archaeological Sites.



Map 2: Contour Map of the Looney Site (35 DO 13).

Site; and three sites were recorded near the upper end of Boulder Creek, eight miles upstream from the Looney Site in the drai nage area of Twelvemile Creek (Hanes, personal communication; MNH records). The three sites in Camas Valley were test-excavated in 1977 by a BLM crew led by Hanes (ms. in preparation).

PROCEDURE

Four one-meter test squares were excavated in April, 1976, all divided into arbitrary levels of 20 cm. Two of the squares (Test Pits 2 and 3) were north of the original highway, in the general location of the evidence of habitation found on the survey (see Map 2). The week before the site was tested, the area between the highway and the edge of the terrace above the river, where heavy vegetation previously had obscured the soil, was cleared by heavy machinery. The clearing caused heavy disturbance of the soil, and exposed a deposit of cultural debris much denser than in the area north of the original highway. Two of the test squares (Test Pits 1 and 4) were placed near the edge of the terrace in the only area where the soil had not been scraped. The test pits were excavated to the following depths: TP 1: 80 cm; TP 2: 30 cm; TP 3: 15 cm; TP 4: 30 cm.

The test excavations revealed that the greatest concentration of sub-surface cultural debris was in the area at the edge of the terrace, and that the density decreased as the elevation increased.

The two-meter squares excavated in May, 1976 (see Plate 1), were near Test Pits 1 and 4, at the edge of the terrace (see Map 2), the only area of the Looney Site where it seemed that a dense cultural deposit might be found within an undisturbed soil structure. A grid system was laid out along a baseline at an angle of 248° 45' from magnetic north. A point at the eastern end of the baseline was arbitrarily designated 30N, 0W. The highest point of a sandstone boulder very close to the north edge of Test Pit 1 was the datum for elevation, arbitrarily set at 100.00 meters. The datum for horizontal control was the ground surface at the highway survey marker stake, labeled "RP L4 1285 + 42$\underline{61}$," marking the northern boundary of the realigned right-of-way.

The squares excavated were 28-30N, 30-32W; 28-30N, 32-34W; 27-29N, 34-36W; and 27-29N, 36-38W. The squares were dug in 20 cm levels for vertical control, measured by a transit according to arbitrary elevations. The depth of the cultural deposit, however, proved to be rather shallow. Square 28-30N, 30-32W was excavated to the bottom of the first level, at which it was clear that the fill was

becoming sterile. Square 28-30N, 32-34W was dug also to the bottom of level 1. Square 27-29N, 34-36W was completed to about half of the first level before lack of time made it necessary to backfill. Square 27-29N, 36-38W was dug to a depth of 30 cm below the ground surface. In all excavation squares, the majority of cultural debris was concentrated in the top 20 cm of the soil.

The A horizon, which was about 20 cm thick, consisted of a dark brown, clayey silt mixed with pockets of yellowish brown, silty clay. Varying from 10-20 cm below the survace was a layer of tree bark, portions of which were burnt, and in the burned areas the soil had been turned to an orangish color. The layer of bark and other evidence such as mottled soil, and pieces of glass and other historic items throughout, indicate that the A horizon was disturbed prior to the present highway construction, most likely by early logging activities. Two meters west of square 27-29N, 36-38W was a large tree stump, about one and one-half meters in diameter, bearing signs that the tree was felled by a saw.

We had hoped that the mixed soil represented an overburden capping an undisturbed, buried soil. As excavation proceeded through the A horizon, however, and the lighter, yellowish brown, clayey silt of the B horizon appeared, it became apparent that there was no such buried soil, and that there was no hope of recording the original vertical structure of the site.

DESCRIPTION OF CULTURAL DEBRIS

All the artifacts from the site have been catalogued and labeled using a four part system, with each part separated by hyphens. The first number on each artifact is the site number, DO 13. The second number is a coded lot number specifying the horizontal provenience (excavation square or test pit). The third number is the level, according to 20 cm levels; and the fourth number is a unique artifact number. In this report, specimens will be referred to according to the last three numbers of the label, without the site number. The lot number code is as follows:

Lot Number	Provenience
A1	28-30N, 30-32W
A2	28-30N, 32-34W
A3	27-29N, 34-36W
A4	27-29N, 36-38W
TP1	Test Pit 1
TP2 & 3	Test Pits 2 & 3
TP4	Test Pit 4
Surf	Surface

In a laboratory error all the artifacts from Test Pits 2 and 3 were mixed together; hence they are grouped into a single lot. Also, artifacts from different levels in all the test pits were mixed so that the vertical provenience in the test pits is now unknown. Therefore, the artifacts in these lots are labeled '0' for the level number.

All the cultural debris has been classified according to the following outline:

I	-	Flaked Stone Artifacts
IA	-	Small Flaked Stone Artifacts
IA1	-	Bifacially Flaked Small Stone Artifacts
IA1a	-	Projectile Points
b	-	Large Formed Bifaces
c	-	Fragmentary Formed Bifaces
d	-	Miscellaneous Bifaces
IA2	-	Unifacially Flaked Small Stone Artifacts
IB	-	Large Flaked Stone Artifacts
IB1	-	Unifacially Flaked Cobbles
IB1a	-	Split and Flaked Cobbles
b	-	Unsplit Flaked Cobbles
IB2	-	Cores
IB3	-	Microblade Cores
II A	-	Ground Stone Artifacts
II A 1	-	Mortars
2	-	Pestles
3	-	Edge-ground Cobbles
4	-	Sandstone Grinding Slabs
II B	-	Hammerstones
C	-	Anvil Stones
D	-	Pieces Esquillees
E	-	Microblades
F	-	Miscellaneous
III	-	Flaked Stone Detritus
IIIA	-	Used
B	-	Unused
IV	-	Historic Debris

The description of the assemblage from the site will be made in the order listed above. Measurements marked with an asterisk (*) are those lessened by breakage of the measure artifact. Dr. L. R. Kittleman, Director and Curator of Geology, MNH, assisted in the identification of raw materials.

I - Flaked Stone Artifacts: In this group are included all artifacts made of flaked stone.

IA - Small Flaked Stone Artifacts: This grouping is meant to distinguish small artifacts made from flakes or other tabular pieces of flaked stone from artifacts made on cobbles or on globular chunks of flaked stone.

IA 1 - Bifacially Flaked Small Stone Artifacts: Artifacts in this category are flaked on both faces, or bifacially.

IA 1a - Projectile Points: This is a traditional class, reserved for those artifacts considered to have tipped projectiles such as atlatl darts and arrows. Specimens are smaller than those in the next class, and are shaped in such a way as to facilitate hafting onto a shaft. A total of 12 specimens were found. The typology used in describing them is outlined and explained in Appendix A. Neck widths were measured by the criteria of Corliss (1972: Figure 8).

Specimen A 3 - 1 - 8 (Plate 2) - Type 2. The distal section of the blade is missing. It is made of cryptocrystalline silica (CCS). It has been heated, judging from several angular heat spalls. Broad thinning-flake scars are overlain by finer pressure-flake scars. Total length = 2.2* cm; blade length = 1.4 cm*; blade width = 1.5 cm; neck width = 1.3 cm; thickness = 0.9 cm; weight = 3.2* g.

Specimen A 3 - 1 - 13 (Plate 2) - Type 5. It is unbroken, made from a CCS flake with a bulb of percussion at the proximal end, and single-shouldered. There are no thinning flakes, and pressure-flake scars extend to the midline. Some original flake cortex is on one face. Total length = 3.2 cm; blade length = 2.5 cm; blade width = 1.5 cm; neck width = 0.9 cm; thickness = 0.5 cm; weight = 2.1 g.

Specimen A 1 - 1 - 3 (Plate 2) - Type 5. The distal end of the blade and one side of the remainder are broken away, as well as the proximal end of the stem, and it is made of obsidian or welded tuff. Broad thinning-flake scars are overlain by narrower pressure-flake scars, some of which extend to the midline and some only a very short distance from the edge. Both tips produced by breakage appear to be slightly burinated and show evidence of use. Total length = 2.5* cm, blade length = 1.5* cm; blade width = 1.7* cm; neck width = 1.2 cm; thickness = 0.9 cm; weight = 3.3* g; estimated original blade width = 2.2 cm.

Specimen A 1 - 1 - 7 (Plate 2) - Type 5. The distal end of the blade and the proximal end of the stem are broken away, and it is made of CCS. Broad thinning-flake scars are overlain by narrow pressure-flake scars extending to the midline. The shape is distinctive in that the shoulders protrude from the stem and the blade perpendicular to the long axis. Total length = 1.9* cm; blade length = 1.1* cm; blade width = 1.6 cm; neck width = 1.2 cm; thickness = 0.5 cm; weight = 1.7* g.

Specimen A 4 - 1 - 4 (Plate 2) - Type 5. The distal end of the blade has been

heat-spalled away, and it is made of CCS. Broad thinning-flake scars are visible on both faces, and narrower pressure-flake scars generally extend only part way from the edge to the midline. The shoulders are not very pronounced, but the flaking shows them to be intentional. Total length = 3.2* cm; blade length = 1.7* cm; blade width = 1.6 cm; neck width = 1.4 cm; thickness = 0.6 cm; weight = 3.3* g.

Specimen A1 - 1 - 9 (Plate 2) - Type 5. The distal end of the blade and the proximal end of the stem are absent, and it is made of CCS. The bulb of percussion of the flake from which the point was made is at the lateral edge of one face. One heat-spall scar is visible. The shoulders are not very pronounced. Total length = 2.2* cm; blade length = 1.4* cm; blade width = 1.6 cm; neck width = 1.3 cm; thickness = 0.4 cm; weight = 1.6* g.

Specimen A2 - 1 - 19 (Plate 2) - Type 5. Most of the blade and the proximal end of the stem are absent. One side of the distal end of the stem is heat-spalled away, and it is made of CCS. Pressure-flake scars are visible on the stem, extending up to the midline. Only one shoulder is visible, and it is not very pronounced. Total length = 1.5* cm; blade length = 0.5* cm; blade width = 1.3* cm; neck width = 1.1* cm; thickness = 0.6 cm; weight = 1.2* g; estimated original neck width = 1.2 cm.

Specimen A4 - 1 - 12 (Plate 2) - Type 6. The distal end and one side are absent, and it is made of CCS. Broad thinning-flake scars are overlain by narrower pressure-flake scars, most of which extend to the midline. The original outline of the specimen was diamond-shaped, and the edges are slightly serrated. Total length = 2.1* cm; width = 1.2* cm; thickness = 0.6 cm; weight = 1.1* g.

Specimen A1 - 1 - 2 (Plate 2) - Type 6. It is unbroken and made of CCS. There is one heat-spall scar on each face. Broad thinning-flake scars are overlain by narrower pressure-flake scars extending to the midline. Percussion scars radiate from the distal tip, possibly from use as a projectile point or from secondary use as a piece esquillee. The outline is diamond-shaped. Total length = 3.0 cm; width = 1.7 cm; thickness = 0.8 cm; weight = 3.7 g.

Specimen A1 - 1 - 14 (Plate 2) - Type 6. It is unbroken and made of obsidian. No broad thinning-flake scars are visible; flaking appears to be a combination of percussion and pressure techniques, with most scars extending to the midline. The outline is tear-drop-shaped. Total length = 2.3 cm; width = 1.4 cm; thickness = 0.7 cm; weight = 2.0 g.

Specimen A2 - 1 - 21 (Plate 2) - Type 9. One barb is absent, and it is made of CCS. Flaking was entirely by pressure techniques. Total length = 1.3 cm; blade length = 1.2 cm; stem length = 0.3 cm; blade width = 1.0* cm; neck width = 0.4 cm; weight = 0.2 g; estimated original blade width = 1.1 cm.

Specimen A2 - 1 - 25 (Plate 2) - Type 10. It is unbroken and made of CCS. Flaking was entirely by pressure techniques. Total length = 1.8 cm; blade length = 1.3 cm; blade width = 0.8 cm; neck width = 0.4 cm; weight = 0.3 g.

IA1b - Large Formed Bifaces: Items in this category are judged, because of size, lack of a suitably haftable shape, or both, not to be projectile points. No typology is used for describing this group. Only one specimen was found.

Specimen A4 - 1 - 2 (Plate 2) is the distal or proximal half of a large, pointed, foliate biface. The other half appears to have been fire-spalled away. It is made of CCS. All flaking appears to have been by percussion techniques. Length = 2.7* cm; width = 2.5 cm; thickness = 1.0 cm.

IA1c - Fragmentary Formed Bifaces: Specimens in this class are fragments of artifacts shaped by bifacial flaking, but with uncertain original configurations. Three specimens were found.

Specimen A1 - 1 - 10 (Plate 2) is a midsection fragment of what appears to be a crescentic form. Both ends are heat-spalled away, and it is made of CCS. One face shows broad thinning-flake scars with overlying, narrower pressure-flake scars. The other face has only the narrower pressure-flake scars, running up to the midline. Length = 1.9* cm; width = 1.5 cm; thickness = 0.8 cm.

Specimen A1 - 1 - 11 is a midsection fragment with a rectangular cross-section, made of CCS. Flaking is a mixture of percussion and pressure techniques. Length = 1.7* cm; width = 1.5 cm; thickness = 0.7 cm.

Specimen A4 - 1 - 11 is a midsection fragment with a lenticular cross-section, made of CCS. Percussion-flake scars extend to the midline, with no pressure flake scars. Length = 1.3* cm; width = 1.7 cm; thickness = 0.7 cm.

IA1d - Miscellaneous Bifaces; Specimens in this class have not been shaped, but instead are rather amorphous, with flaking on one or more edges. Four specimens were found.

Specimen A4 - 1 - 8 is a fire-spalled flake with one flaked edge, made of CCS. Overall dimensions are 2.2 by 1.6 by 0.4 cm.

Specimen A2 - 1 - 22 is an obsidian flake with flaked distal edges forming a blunt tip. Flake scars do not run far from the edges, and the flaked edges are

serrated. It is possibly an unfinished projectile point. Overall dimensions are 1.7 by 1.3 by 0.4 cm.

Specimen A1 - 1 - 16 is an angular fragment with two flaked edges, made of CCS. It is possibly a midsection fragment of a biface. Overall dimensions are 1.3 by 0.9 by 0.4 cm.

Specimen A2 - 1 - 23 is an angular obsidian fragment with one flaked edge. It also is possibly a midsection fragment of a biface. Overall dimensions are 1.3 by 1.0 by 0.4 cm.

IA 2 - Unifacially Flaked Small Stone Artifacts: Specimens in this group are flaked on one face only, or unifacially flaked. They are often called 'scrapers' and 'gravers' in archaeological reports. Constituting the largest single artifact category at the site, with a total of 36 specimens, they have been classified according to the configuration of the flaked edge rather than according to traditional categories. Many specimens have more than one type of flaked edge, so that classifying by this means allows a more precise way of describing these artifacts.

The edge types are defined as follows (see Figure 1):

1. Incurvate edge.
2. Straight edge.
3. Excurvate edge.
4. Edge pointed by the intersection of two edges flaked on the same face. These are often called 'gravers.'
5. Excurvate edge on the end of a flake, polished or spalled from use. These are often called 'end scrapers.'
6. Edge pointed by the intersection of a flaked with an unflaked edge, showing use at the point (distinguished from simple broken unifaces by the presence of minute use scars or polish at the point).
7. Notched edge (single notch).
8. Edge pointed by the intersection of two flaked edges flaked on opposite faces.
9. Double-notched edge (notches immediately adjacent to one another).

The sample from this class is listed in Table 1 according to the edge types described above.

As shown in Table 1, there are seven specimens with Type 5 edges. Their chord lengths ('chord length' refers to the direct distance between the extreme right and left ends of the flaked edge) are as follows: specimen TP4 - 0 - 6: 2.3 cm; specimen Surf - 46: 1.7 cm; specimen TP1 - 0 - 1: 1.1 cm; specimen A1 - 1 - 15: 1.1 cm; specimen A3 - 1 - 11: unmeasurable; specimen TP4 - 0 - 8: unmeasurable; specimen A3 - 1 - 15: 1.4 cm.

Fig. 1: Unifacially Flaked Edge Types.

IB1 - Unifacially Flaked Cobbles: Artifacts in this category are rounded or sub-angular stones that have been unifacially flaked. Pebbles (below 6.4 cm in diameter) are also included, though most specimens are cobble-sized.

IB1a - Split and Flaked Cobbles: Specimens in this class have been split in half, then flaked along the broken edge, using the cortex as the platform. Nine specimens were found. Of these, three are made of hard igneous stone, two of sandstone, one of quartzite, one of amphibolite, and two of unidentified materials. Four specimens have also been used as hammerstones on one or more edges or ends. Lengths range from 5.9 to 9.8 cm, widths from 3.9 to 7.9 cm, and thicknesses from 2.2 to 5.3 cm.

IB1b - Unsplit Flaked Cobbles: The only difference between this class and the previous one is that these specimens have not been split. Instead, the flaking has proceeded from an unbroken edge, resulting in the tendency for these specimens to have smaller flaked-edge angles. A total of seven specimens were found. Of these, one is made of hard igneous stone, five of sandstone, and one of an unknown material. Four specimens have been used also as hammerstones,

Table 1: Frequency Distribution of Small Unifacially Flaked Artifacts, by Edge Types and Raw Material, Looney Site.

Edge Type(s)	Frequency		
	CCS	Obsidian	Total
1	2	0	2
2	2	0	2
3	3	0	3
4	4	0	4
5	1	0	1
6	6	0	6
7	2	0	2
8	1	0	1
9	0	0	0
3, 6	1	0	1
4, 4	1	0	1
4, 5	2	1	3
4, 9	1	0	1
5, 6	1	0	1
6, 6	1	0	1
1, 4, 5	0	1	1
3, 4, 6	2	0	2
3, 6, 8	0	1	1
4, 4, 5	1	0	1
4, 6, 7	1	0	1
Fragmentary	1	0	1
Total	33	3	36

and one as an anvil stone. Lengths range from 6.9 to 11.4 cm, widths from 5.7 to 8.9 cm, and thicknesses from 3.5 to 6.0 cm.

IB2- Cores: These artifacts are chunks of stone from which flakes have been struck in such a way as to indicate that it was the flakes struck off, rather than the chunk itself, that was the object of the flaking. That is, the flaked edge itself does not appear to be useful, and often there are two or more platforms from which flakes have been struck. A total of 15 specimens were found at the site, all of which are summarized in Table 2, where they are listed according to the number of platforms present, the raw material, and the dimensional range.

IB3 - Microblade Cores: This class is reserved for those specimens which appear to satisfy the criteria and fall within the metrical ranges discussed by Sanger (1968). Microblade cores have not been reported from this far south on the West Coast of North America, the nearest reported occurrence being the Ryegrass Coulee Site near Vantage on the Columbia River (Ibid: 100-102).

Table 2: Cores from the Looney Site, by Number of Striking Platforms, Frequency by Raw Material, and Range of Metrical Dimensions.

Number of Platforms	Frequency			Dimensional Range (cm)
	CCS	Other	Total	
1	3	0	3	Length 4.2-7.5 Width 3.9-6.1 Thickness 2.4-3.9
2	1	1	2	Length 3.5-7.5 Width 2.4-5.5 Thickness 2.3-5.3
3	3	1	4	Length 5.5-6.9 Width 3.8-5.5 Thickness 2.8-4.1
4	3	1	4	Length 6.0-8.8 Width 3.9-7.2 Thickness 2.8-5.6
5	1	0	1	Length 6.6 Width 3.7 Thickness 3.1
6	1	0	1	Length 7.2 Width 6.1 Thickness 4.7
Total	12	3	15	Length 3.5-8.8 Width 2.4-7.2 Thickness 2.3-5.6

Nevertheless, the qualitative and quantitative attributes of the specimens from the Looney Site compare well with what have been called microblade cores further north, especially those classed by Sanger (Ibid: 114) into his 'Plateau Microblade Tradition.'

Four specimens were found (Plate 3). In each case the striking platform is an unmodified ventral surface of a large, thick flake, weathered distinctively more than the fluted surface. In each case the platform edge is modified by crushing, and no attempt has been made to remove core rejuvenation flakes. Microblades have been removed only from one end of the core, and in the case of only one specimen, A3 - 1 - 7, does it appear that there has been core

rotation, resulting in two rather than one striking platform. On the two specimens complete enough to judge, the fluted surfaces contract, forming a wedge-shaped keel. All specimens are made of CCS.

The metrical attributes of the four specimens are presented in Table 3. Along with these, an additional specimen, MU 11 - 353 (Plate 3), is included. This specimen was found on the surface at Site 35 MU 11 on Sauvie Island in the Columbia River near Portland. It had been regarded as a unique item until the excavation of the Looney Site. It very closely resembles specimen A2 - 1 - 26, and is presented here for the sake of comparison. In each case, the flute widths range from 2 to 5 mm.

Table 3: Dimensions of Microblade Cores from the Looney Site and Site 35 MU 11.

Attribute	Specimen Number				
	A2-1-26	A2-1-11	A1-1-4	A3-1-7	MU11-353
Striking Platform Length (mm)	33	33	17*	13*	41
Striking Platform Width (mm)	20	18	24	14	21
Length of Core Edge (mm)	26	16	29	13	30
Length Edge Chord (mm)	19	14	22	13	22
Max. Fluted Surf. Length (mm)	11	12	11	9*	13
Height of Core (mm)	13	19	11*	9*	15
Number of Flutes	12	5	9	3	8
Mean Width of Flutes (mm)	2.4	2.6	2.8	3.3	4.1
Core Edge Angle (degrees)	92	78	83	88	87
Index of Curvature	137	114	132	100	136

II - Unflaked Stone Artifacts: This class includes those stone artifacts manufactured by techniques other than flaking, as well as those artifacts simply used as they are in their raw state, such as hammerstones.

II A - Ground Stone Artifacts: Specimens fitting into this class have been modified by means of grinding.

II A 1 - Mortars: This class consists of those artifacts characterized by a concavity ground into a stone. Only one specimen, A2 - 1 - 10 (Plate 4), was found. It is a broken section of the side of a deep bowl-shaped mortar, made of hard igneous stone. The length of the fragment is 17.6 cm, and the width is 12.5 cm.

cm. The wall thickness varies from 1.5 to 4.6 cm. The estimated outside diameter was 22.6 cm, and the inside diameter 20.4 cm.

II A 2 - Pestles: A pestle is a long, narrow cobble with one or two blunt ends with circular cross-sections and grinding wear. One specimen was found, Surf - 10 (Plate 4), a proximal fragment of a long, narrow, well-shaped pestle with a smoothed cortex. It is bluntly pointed, with a very symmetrical, parabolic outline, and is made of hard igneous stone. It looks very much like the proximal end of a 'flanged pestle,' such as described by Heizer and Elsasser (1964: 26, Figure 1).

II A 3 - Edge-ground Cobbles: Specimens in this class are rounded cobbles characterized by one or more facets ground into the edges. A total of six specimens were found, including five of sandstone and one of hard igneous stone. Five specimens have one facet, and one specimen has six separate facets. The width of the facets ranges from 0.6 cm to 2.4 cm. One specimen is also unifacially flaked. Three specimens have also been used as hammerstones. One specimen shows grinding use on both faces. Another specimen has been pecked into a cylindrical shape, with a longitudinal grinding facet. Length ranges from 6.0 to 17.9 cm, width from 4.8 to 13.0 cm, and thickness from 2.5 to 6.3 cm.

II A 4 - Sandstone Grinding Slabs: This group is composed of large, tabular, subangular sandstone cobbles, with one or both faces showing evidence of grinding wear. Four specimens were found, all of which have been broken by heavy percussion on a grinding surface. Of these four, three are used on both faces and a single specimen on one face. One specimen shows slight concavity in both grinding surfaces. Length ranges from 9.0 to 12.4 cm, width from 7.6 to 9.4 cm, and thickness from 2.7 to 6.8 cm.

II B - Hammerstones: All specimens in this group are rounded cobbles with crushing or pitting on the ends or edges indicating use in percussion. A total of 11 specimens were found, among which three were of sandstone, five of hard igneous stone, two of quartzite, and one of volcanic breccia. Three specimens were used also as anvil stones. Five specimens are complete, the remainder fragmentary. The weight ranges from 120 to 1050 grams. Lengths vary from 5.8 to 16.7 cm, widths from 4.4 to 9.3 cm, and thicknesses from 2.0 to 7.6 cm.

II C - Anvil Stones: This category is reserved for those artifacts which show no other kind of wear but pecking on one or more faces. All of the three specimens

found are fragmentary, rounded cobbles, broken by percussion on the used faces. One is made of sandstone, one of hard igneous stone, and the third of an unidentified sedimentary stone. Only one face is used on each specimen. Lengths range from 9.0 to 12.5 cm, widths from 4.9 to 9.7 cm, and thicknesses from 4.5 to 6.4 cm.

II D - Pieces Esquillees: This artifact class has been defined by MacDonald (1968), and has been discussed also in the original survey report (Cole and Pettigrew 1976: 7). Two of the four specimens of cultural debris found in the original survey were pieces esquillees, and these are not included in the summary description to follow.

A total of ten specimens were found, all made of CCS. Three specimens show one bipolar direction, six specimens show two directions, and a single specimen shows three directions. Six specimens are relatively complete, one of which is a re-used biface edge fragment. Two specimens are 'pseudo-cores' and one specimen is a 'pseudo-burin' in MacDonald's (1968) terms. One specimen is too fragmentary to classify in this way. Lengths vary from 1.6 to 5.3 cm, widths from 1.1 to 3.6 cm, and thicknesses from 0.7 to 2.3 cm.

II E - Microblades: A total of eight specimens were found which appear to satisfy Sanger's (1968) criteria for microblades (Plate 5). Their association with the microblade cores already described constitutes further evidence for the presence of microblade technology in the prehistoric assemblages of southwestern Oregon. The description of the microblades to follow is based upon the descriptive system of Sanger, McGhee and Wyatt (1968: 115-117), and the information for each specimen will be presented in the following order: breakage class; length (L); width (W); thickness (T); T/W; platform edge angle; dorsal arris class; platform class; lateral retouch class; and raw material. No end retouch is present on the specimens. All distance measurements are in millimeters.

Specimen A3 - 1 - 16: P; Lp = 18.8; W= 10.5; T= 3.3; T/W = 31.4; platform shattered away; A_2; B; no retouch, but use spalls present on the left proximal and right proximal edges; CCS.

Specimen TP4 - 0 - 11: P; Lp = 14.6; W = 8.1; T = 2.3; T/W = 28.4; $P\angle$ = 50°; A_2; B; no retouch, but use spalls present on the right edge; CCS.

Specimen TP4 - 0 - 10: C; Lc = 15.1; W = 6.1; T = 1.4; T/W = 23.0; $P\angle$ = 45°; A_2; B; no retouch, but use spalls present on both the right and left edges; CCS.

Specimen A3 - 1 - 17: P; Lp = 17.6; W = 7.4; T = 1.4; T/W = 18.9; platform

not visible; A_2; B; no retouch, but use spalls present on both edges; obsidian.

Specimen A2 - 1 - 27: P; Lp = 7.7; W = 8.0; T = 1.1; T/W = 13.75; P/_ = 55°; A_2; B; no retouch, but use spalls present on both edges; obsidian.

Specimen A3 - 1 - 18: PD; Lpd = 10.5; W = 6.0; T = 0.9; T/W = 15.0; platform not visible ; A_2; can't see platform preparation; no retouch, but use spalls present on both edges; obsidian.

Specimen A4 - 1 - 17: PD; Lpd = 11.9; W = 8.4; T = 1.3;T/W = 15.5; platform not visible; A3; can't see platform preparation; no retouch, but use spalls present on the left edge; obsidian.

Specimen A3 - 1 - 19: PD; Lpd = 10.2; W = 7.3; T = 1.2; T/W = 16.4; platform not visible; A2; can't see platform preparation; retouch left dorsal distal, and use spalls present on the right edge; obsidian.

The dimensional ranges are as follows: length 7.7 - 18.8; width 6.0 - 10.5; thickness 0.9 - 3.3; T/W 13.75 - 31.4.

II F - Miscellaneous: In this category are fit all the unflaked stone artifacts which do not fit any of the other described groups. Three specimens were found.

Specimen Surf - 15 is a long, broad, thin flake of hard igneous stone, struck off the face of a rounded cobble and used on the distal edge. The use is indicated by rounding and polishing. The specimen resembles what are called "Teshua flakes; in Idaho (Roberts 1976). Overall dimensions are 9.2 by 7.3 by 1.5 cm.

Specimen Surf - 37 is a triangular remnant of a large flake, struck off the edge of a rounded cobble, and made of hard igneous stone. Percussion flake scars and crushing on opposite sides suggests that it was used as a piece esquillee, but this is uncertain. The tip of the triangle is at the end opposite the original cobble edge, and shows some flakes removed from the distal edges, suggesting that the tip was intentionally created. Overall dimensions are 5.5 by 5.4 by 1.8 cm.

Specimen Surf - 40 is a large sandstone flake struck off a large, rounded cobble, with flakes removed from opposite edges, perhaps intentionally, but perhaps also as a result of use. On one edge the flaking is unifacial, and on the other edge less regular and bifacial. Overall dimensions are 8.0 by 3.8 by 1.1 cm.

III - Flaked Stone Detritus: This class is reserved for the flakes and chunks considered to be waste from stone flaking, 494 specimens in all.

III A - Used: A total of 169, or 34.2% of all specimens of detritus, show evidence of having been used at their edges. Of these, 122 are made of CCS, 42 of obsidian,

three of quartzite, and two of hard igneous stone.

III A - Unused: A total of 325, or 65.8% of all specimens of detritus, show no use on their edges. Of these, 241 are made of CCS, 35 of hard igneous stone, 21 of quartzite, 17 of obsidian, one of sandstone, and ten of unidentified materials.

IV - Historic Debris: No artifacts of the contact period were found. However, there was a sample of modern historic artifacts recovered, as follows: nine glass shards, five .22 shells, four round nails, two metal strips, one chain link with a hook attached, one rusted metal fragment, and one spherical bell or tinkler made of metal. The largest sample of historic debris came from Test Pits 2 and 3, which were both in the vicinity of abandoned shacks north of the highway.

A complete list of the cultural debris recovered from the Looney Site, excluding the four specimens found in the original survey, is presented in Table 4.

AREAL COMPARISONS

Ethnographically, the Middle Fork Coquille River Valley belongs to a cultural area encompassing southwestern Oregon and northwestern California, an area whose cultural center was the Lower Klamath River (Drucker 1937, Barnett 1937, Kroeber 1935). Accordingly, a search of the literature was made for information on excavated archaeological sites in Humboldt, Siskiyou, and Del Norte Counties in California, and in Curry, Coos, Josephine, Jackson, and Douglas Counties in Oregon (see Map 1). The result of the search was that a total of 24 sites were found whose assemblages could be compared with that of the Looney Site, especially in terms of their projectile points, typically the most diagnostic artifact class in the assemblages. The sites considered and the sources containing the information about them are listed in Table 5.

The next step in the comparison was to see to what degree the assemblage at the Looney Site was shared by the other 24 sites. This was done simply by searching the sources for the other sites for references to the artifact classes observed at the Looney Site, and recording whether the class was present or absent at a given site. The result was Table 6, which shows the presences and absences of artifact classes at the Looney Site and at the other 24 sites. The miscellaneous and fragmentary classes were left out of the comparison. The first eight sites listed in the table are coastal sites, and the remainder, including the Looney Site, are interior sites.

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Table 4: Assemblage from the Looney Site, by Artifact Class and Horizontal Provenience.

	Provenience									
Artifacts Class	A1	A2	A3	A4	TP1	TP2&3	TP4	Surf	Total	%
Projectile Points	5	3	2	2	0	0	0	0	12	8.7
Large Formed Bifaces	0	0	0	1	0	0	0	0	1	0.7
Fragmentary Formed Bifaces	2	0	0	1	0	0	0	0	3	2.2
Miscellaneous Bifaces	1	2	0	1	0	0	0	0	4	2.9
Small Unifaces	5	8	7	8	1	0	5	2	36	26.1
Split and Flaked Cobbles	0	3	0	0	0	1	0	5	9	6.5
Unsplit Flaked Cobbles	0	1	0	0	0	0	1	5	7	5.1
Cores	0	2	0	1	1	1	2	8	15	10.9
Microblade Cores	1	2	1	0	0	0	0	0	4	2.9
Microblades	0	1	4	1	0	0	2	0	8	5.8
Mortars	0	1	0	0	0	0	0	0	1	0.7
Pestles	0	0	0	0	0	0	0	1	1	0.7
Edge-ground Cobbles	1	1	1	0	0	0	0	3	6	4.3
Sandstone Grinding Slabs	0	0	0	0	0	0	0	4	4	2.9
Hammerstones	1	0	1	1	0	0	0	8	11	8.0
Anvil Stones	1	1	1	0	0	0	0	0	3	2.2
Pieces Esquillees	2	1	1	2	0	1	1	2	10	7.2
Miscellaneous	0	0	0	0	0	0	0	3	3	2.2
Total Artifacts	19	26	18	18	2	3	11	41	138	100.0
Used Detritus	45	33	32	28	5	3	18	5	169	34.2
Unused Detritus	69	66	51	72	24	11	26	6	325	65.8
Total Detritus	114	99	83	100	29	14	44	11	494	100.0
Historic	3	2	1	1	3	10	3	0	23	

Table 5: List of Sites and Sources for Comparison with the Looney Site.

Site	Sources
Strain (35 CU 37)	Newman 1959
Schwenn	Leatherman and Krieger 1940
Gold Hill	Cressman 1933a, 1933b
Gunther Island (5 Hum 67)	Heizer and Elsasser 1964; Loud 1918
5 Sis 13	Wallace and Taylor 1952
Pt. St. George (5 DNo 11)	Gould 1966, 1972
Lone Ranch Creek	Berreman 1944
Pistol River	Heflin 1966
Iron Gate	Leonhardy 1967
Patrick's Point (5 Hum 118)	Elsasser 1965; Elsasser and Heizer 1966
Tsurai (5 Hum 169)	Elsasser 1965; Elsasser and Heizer 1966
35 JA 10A	Davis 1968a
35 JA 5	Davis 1968b
35 JA 8	Davis 1968b
35 JA 12	Davis 1968b
35 JA 13	Davis 1968b
35 JA 14	Davis 1970
35 JA 16	Davis 1974
35 JA 19	Davis 1974
35 JA 18	Davis 1974
35 JA 7	Davis 1974
35 JA 21	Davis 1974
35 JA 6	Davis 1974
35 JA 23	Davis 1974

Table 6: Presences/Absences of Looney Site Artifact Classes at Other Sites.

Site/Artifact Class	Projectile Points	Large Formed Bifaces	Small Unifaces	Split and Flaked Cobbles	Unsplit Flaked Cobbles	Cores	Microblade Cores	Microblades	Mortars	Pestles	Edge-ground Cobbles	Sandstone Grinding Slabs	Hammerstones	Anvil Stones	Pieces Esquillees
Strain	X	X	X												
Schwenn	X				X				X[1]						
Gunther Island	X	X	X						X[1]	X			X		
Pt. St. George	X	X	X		X	X			X[1]	X					
Lone Ranch Creek	X		X			X			X	X		X[2]	X	X	
Pistol River	X	X	X		X				X	X			X		
Patrick's Point	X	X	X	X	X				X[1]	X		X[2]	X	X	
Tsurai	X	X	X	X	X				X[1]	X			X	X	
Gold Hill	X	X							X	X		X			
5 Sis 13	X	X	X							X		X[2]	X		
Iron Gate	X	X	X		X				X[1]	X		X[2]	X		
35 JA 10A	X	X	X		X	X						X[2]	X		
35 JA 5	X	X	X		X	X			X	X		X[2]	X		
35 JA 8	X	X	X		X	X						X[2]	X		
35 JA 12	X	X	X			X			X[1]			X[2]	X		
35 JA 13	X	X				X						X[2]	X		
35 JA 14	X	X	X		X	X				X				X	
35 JA 16	X	X	X		X	X			X	X			X		
35 JA 19	X	X	X		X	X							X		
35 JA 18	X	X	X		X	X			X[1]	X			X		
35 JA 7	X	X	X												
35 JA 21	X	X	X		X	X									
35 JA 6	X	X	X		X	X			X				X		
35 JA 23	X	X	X		X	X							X		
Looney	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

[1] hopper mortar bases

[2] not necessarily made of sandstone

The majority of the artifact classes at the Looney Site are present at one or more of the other sites, but there are some notable exceptions. Microblade cores and microblades are not reported from any of the other sites, for example. This could be, of course, because they were not present at these sites, but it is also quite possible that they were not recognized, since no investigator would be expected to look for them. Edge-ground cobbles and pieces esquillees are not reported from the other sites, either. In these cases it is also possible that they went unrecognized in the assemblages, especially since most investigators have tended to concentrate on the more traditional and obvious artifacts. Pieces esquillees have, moreover, been reported from the Lower Columbia and the Upper Siuslaw Rivers (Pettigrew 1975a, 1975b; 1977), and it is considered likely that their presence in Coquille River assemblages other than the Looney Site will eventually be demonstrated.

It also appears likely that the low number of sites from which split and flaked cobbles and anvil stones have been reported is the result of analytical bias toward the more distinctive artifacts. Their presence at the Looney Site as well as at coastal sites argues that they are widespread.

Overall, there appears to be no pattern in the presence/absence table to indicate differences in the type of site, even though both interior and coastal sites are represented. This is very possibly the case because the coastal and interior peoples shared the same lithic technology. It could also be that, if the relative proportions of the artifact classes at the various sites were compared significant differences would appear. This is beyond the scope of the present report, however.

CHRONOLOGY

Because there were no features discovered in excavation of the site, no charcoal or other organic matter could be collected which could be used for radiocarbon analysis. The only available means of dating the site, then, is by comparing the assemblage collected at the site to other reported assemblages from southwestern Oregon and northwestern California on the basis of chronologically sensitive artifact types. The only artifacts found at the Looney Site which appear to offer enough stylistic variability to make this analysis possible are the projectile points.

To provide a basis for chronological comparison, the projectile points from the 24 sites used in the previous comparison were classed according to the projectile point typology described in Appendix A. Since the different authors described their collections in many different ways, it was necessary to make many assumptions

and interpretations of their descriptions in order to type the projectile points. The reasoning used in interpreting each report is explained in Appendix B.

Once the projectile point samples from the other sites were translated into the typology, the sites were seriated by means of a variation of the method described by Ford (1962). Since most of the projectile point samples were rather small, in most cases only the presence or absence of a given type was used in the seriation rather than the type percentage. There were four sites whose projectile point samples were 91 or larger. These were considered on the basis of their type percentages. When it could be determined that a given site had at least 20 projectile points but less than 90 the point sample was summarized in terms of the relative proportion of each type, if that could be determined, in the following way: the letter 'A' was used for the most common type, 'B' for the next common, and so on. In those cases in which two or more different types were described as having about the same proportion, they were given the same letter. Recorded in this way, the sites were placed in what appears to be the best seriated order. It was discovered that there were some important differences in the type percentages between interior and coastal sites of comparable age. In particular, the proportion of Type 13 in late assemblages on the coast was seen to be significantly higher than in late assemblages in the interior. Conversely, Types 9 and 12 were seen to be more frequent at interior sites than on the coast in the late period. Accordingly, the interior and coastal sites were seriated separately, as seen in Tables 7 and 8, respectively, and both were compared with the Looney Site assemblage.

The last column in both Table 7 and Table 8 is reserved for whatever absolute chronological information was available from the sites. In four cases, at the Strain site, Tsurai, Patrick's Point, and at the Pistol River Site, trade goods of the contact period were found, and this is indicated in Table 8. Radiocarbon dates have been obtained from four sites, and these are also indicated in the tables.

More specific information about the radiocarbon dates is as follows: the Iron Gate dates, reported by Leonhardy (1967: 30), are A. D. 1440 $\pm$ 75 (I-230) and A. D. 1550 $\pm$ 75 (I-231). Both dates, from stratigraphically separate house floors in the same house, are good representative dates for the main occupation of the village. The dates from the Patrick's Point Site (5 Hum 118) are A. D. 1310 $\pm$ 90 (GX 0181), from the deepest level of the cultural deposit, and A.D. 1405 $\pm$ 115 (GX 0182), from a level 36 inches above the sterile substratum in the same excavation unit (Elsasser 1965: 246). Both appear to be good dates and relate to the earliest

Table 7: Projectile Point Samples from Interior Sites, by Type, in Seriated Order.

Site	Type														Chronological Information
	1	2	3	4	5	6	7	8	9	10	12	13	14	N	
35 JA 13	-	-	-	-	-	-	-	-	P	-	-	P	-	4	
35 JA 6	-	-	P	-	-	P	-	-	P	-	P	P	-	10	
5 Sis 13	0	0	0	0	0	2	10	4	55	4	15	9	0	193	
Iron Gate	0	0	0	0	0	4	5	1	72	8	5	6	0	170	A. D. 1440, 1550
35 JA 12	-	-	-	-	-	-	P	-	P	-	P	P	-	12	
35 JA 14	-	-	-	-	-	P	-	-	-	-	P	-	-	4	
35 Ja 21	-	-	-	-	-	P	-	-	P	-	P	-	-	4	
35 JA 7	-	-	-	-	-	P	-	-	P	-	P	-	-	4	
Gold Hill upper	-	-	-	P	-	P	P	-	P	-	P	-	-	4	
35 JA 19	-	-	-	P	-	P	P	-	P	-	P	-	-	?	
35 JA 18	P	P	-	-	-	P	P	-	P	-	P	-	-	12	
35 JA 16	P	-	-	-	P	P	P	-	P	P	P	-	-	12	
35 JA 23	P	-	-	-	-	P	-	-	P	P	-	-	-	8	
35 JA 8	P	-	-	-	-	-	P	-	P	-	-	-	-	7	
Looney	-	P	-	-	P	P	-	-	P	P	-	-	-	12	
35 JA 10A	P	-	-	-	P	-	P	-	P	-	-	-	-	12	
35 JA 5	P	-	-	-	P	P	P	-	P	-	-	-	-	18	
Gold Hill lower	-	-	-	-	P	P	-	-	-	P	-	-	-	?	

Table 8: Projectile Point Samples from Coastal Sites, by Type, in Seriated Order.

	Type														
Site	1	2	3	4	5	6	7	8	9	10	12	13	14	N	Chronological Information
Strain	-	-	-	-	-	-	-	-	-	-	-	P	-	16	Trade goods
Pt. St. Geo. F31	-	-	-	-	D	E	-	-	B	-	C	A	-	?	
Tsurai	0	0	0	0	0	11	10	0	18	0	1	41	20	91	Trade goods
Pistol River	-	-	-	-	P	P	P	-	P	P	P	A	A	?	Trade goods
Patrick's Point	0	0	0	0	0	13	0	0	6	0	1	42	38	176	A. D. 1310, 1405, Trade goods
Lone Ranch Creek	-	-	-	-	-	A	C	-	C	E	-	B	D	27	
Gunther Island	-	P	-	-	P	P	A	P	P	P	-	P	P	151	A. D. 900
Pt. St. G. F36, 0-24	-	-	-	-	B	C	-	-	A	-	-	-	-	?	
Looney	-	P	-	-	P	P	-	-	P	P	-	-	-	12	
Pt. St. G. F36, 24-42	-	P	-	P	P	P	-	-	-	-	-	-	-	?	310 B. C
Schwenn	-	-	-	-	P	P	-	-	-	-	-	-	-	11	

period of occupation of the site. The date from the Gunther Island Site (5 Hum 67) is A. D. 900 (M-938) from the base of the site (Heizer 1964: 132). Finally, the date from the Pt. St. George Site (5 DNo 11) is 310 ± 210 B. C. (I-4006), from the lowest foot of the deepest stratum (Gould 1972). This is the oldest radiocarbon date yet reported for the southwestern Oregon-northwestern California region.

It is apparent in Table 7 that those interior sites with Type 13 points are the latest of the group. This set of sites includes the Iron Gate Site, whose earlier radiocarbon date is A. D. 1440. It appears, also, that Type 12 is a late type, but appeared somewhat earlier that Type 13, since there are seven sites with Type 12 points but without points of Type 13. The earliest group of sites is those without either Type 12 or Type 13 points. It is with this group that the Looney Site appears to fit. It will also be noticed that Types 1 through 5 are most common at sites in the lower half of the table, indicating that these are early types. Seven of the 12 points from the Looney Site are either Type 2 or Type 5, strengthening the argument that the Looney Site is one of the earlier sites among those from the interior. The site must date, then from a time well before A. D. 1440, probably even well before A. D. 1000.

The position of the Looney Site in Table 8, which shows the seriated order of the coastal sites, further narrows the time range in which the site must have been occupied. Again we see that Types 12 and 13 are late types, though Type 13 may have appeared slightly before Type 12. They are always present at sites with trade goods, and are most frequent at the Patrick's Point Site, whose earliest date is A. D. 1310. Type 13 is also present at the Gunther Island Site, which has produced a date of A. D. 900, but it would be incautious to suggest that Type 13 was present in the assemblage at the time of this date, since there is evidence that the site was used as recently as historic times (Loud 1918: 266-68). As in Table 7, the earliest group of components are those without Types 12 and 13. This group would include the Looney Site. Types 9 and 10 also come into play here since they appear to have been introduced before Types 12 and 13, but after the occupation of the earliest two components, the Schwenn Site and the earliest Pt. St. George component. Again, as in Table 7, Types 1 through 5 are early. Overall, the table seems to indicate that the Looney Site fits before the Gunther Island Site, with its A. D. 900 date, and after the earliest component at the Pt. St. George Site, with its date of 310 B. C. A good guess would be that the Looney Site was

inhabited some time between those two dates, and most likely during the period of A. D. 1 to A. D. 500.

This chronological estimate is contingent on the assumption that the cultural deposit at the Looney Site represents a single component. Since there was no stratigraphic separation of deposits there, this assumption cannot be tested. It can be disproven only if future research in the area demonstrates that the assemblage from the site contains artifacts which must belong to demonstrably distinct periods.

HUMAN ACTIVITY AT THE LOONEY SITE

Because there were no features discovered at the site, and in the absence of data relating to the aboriginal settlement pattern, only a few cautious statements can be made interpreting what activities were carried on at the site by its aboriginal inhabitants. We must rely on functional interpretations of the various kinds of artifacts present in the assemblage in order to do this.

The presence of a mortar and a pestle at the site suggests that the crushing and grinding of nuts, roots or both, was performed, and it is likely that the processing of acorns was a primary object of this activity. Domestic grinding activities also are suggested by the presence of grinding slabs and edge-ground cobbles.

Another set of artifacts points to the use of the site as a base camp for hunting. Projectile points were most likely used for this purpose, and at least some of the hammerstones were probably used in manufacturing the points, an activity also attested to by the presence of cores and a large sample of flaked detritus. Processing of the hides obtained in hunting could have been one of the main uses for the small unifaces found at the site, especially the Type 5 edges, or end-scrapers. The splitting of mammal bone, another product of hunting, was likely the use for the pieces esquillees, if MacDonald's (1968: 88) interpretations for their use are correct. These tools were likely used in conjunction with the anvil stones found at the site. The biface tools probably were used for cutting, to a large degree in butchering the carcasses brought back by the hunters. The flaked cobbles were likely multi-purpose cutting and chopping tools, though there is little ethnographic data relating to their use. The purpose to which the microblades were put is something of an enigma.

Overall, while there does not appear to be a high enough density to suggest a settled village, the range of artifacts present at the Looney Site makes it likely that many different activities were carried on at the site, both women's jobs (collecting, grinding) and men's jobs (hunting, butchering). The picture that emerges is one of a base camp, used perhaps only part of the year, e.g., in the fall, by a residence group of all ages and both sexes, to extract the whole range of resources available at the place and season.

When more sites in the drainage area of the Coquille River and adjacent areas have been excavated, and the collections are available for comparative study, it will be possible to interpret the settlement pattern of the Upper Coquille and their predecessors. Only then will a more detailed analysis of Looney Site assemblage provide a better understanding of the activities carried out there, by a comparison of the Looney Site with other sites in the same region.

APPENDIX A: PROJECTILE POINT TYPOLOGY

The projectile point typology used in this report is a modified version of the typology used in the analysis of points from the Lower Columbia River Valley, described by Pettigrew (1976, 197.). It was decided to use the Lower Columbia typology, rather than creating a new typology or using one described by another investigator, for three primary reasons: (1) no point forms commonly appear in the northwestern California-southwestern Oregon area which do not fit any of the Lower Columbia types; (2) none of the typologies used in the literature in describing collections from the area are defined rigorously enough to minimize the ambiguities and uncertainties that arise in assigning a given specimen to a particular type; and (3) the use of the Lower Columbia typology allows comparisons to be made between the Lower Columbia and the Lower Klamath cultural zones, so that chronological correlations can be attempted and mutual influences between the two areas can be better understood.

The point types are defined quite strictly. This reduces the danger of subjectivity in classifying a collection and of thereby biasing the resultant comparisons. It also makes it more possible for other investigators to classify other northwestern California-southwestern Oregon point collections in such a way as to make them comparable to the collections summarized in this paper.

There are three important attribute distinctions which are crucial enough to describe here. The first is the distinction between broad-necked and narrow-necked points. The definition of 'neck' is taken from Corliss (1972), and neck width is measurable only on stemmed and side-notched points. Based on patterns originally observed on Lower Columbia points, and apparently present also in northwestern California-southwestern Oregon collections, neck width is used as a discriminating dimension, with narrow-necked points defined as those with neck widths less than 7.5 mm and broad-necked points those with neck widths 7.5 mm or more.

The second distinction is between barbed and shouldered points. A barbed point is one whose blade corner has a downward projection, as in Figure 2a. Shoulders can be sharp or rounded (Figure 2b). Generally, if a stem is distinguishable, the point is at least shouldered. Also, if the blade corners differ, one barbed corner puts the point into the barbed category.

A fine distinction must be made between barbed and shouldered points, because,

in practice, a given point might otherwise be classed as shouldered by one investigator and barbed by another. The distinction made in classifying the points described here is as follows: if any portion of the blade edge running from the juncture of the stem with the blade to the blade corner is parallel to a line extending below the horizontal, then the point is classed as barbed. This criterion is applied quite strictly, even in cases in which the downwardly projecting portion of the blade is only slightly perceptible to the unaided eye. A practical aid in marginal cases is a straight-edge placed just below the blade corner perpendicular to the long axis of the point.

The third distinction is between diverging and non-diverging stems. A diverging stem (Figure 2c) is narrowest at the neck, but a non-diverging stem is not (Figure 2d). A parallel-sided stem, then, is a non-diverging stem.

In this case, also, a practical criterion must be used so that all investigators can use the distinction in the same way. The distinction made in classifying the points described here is as follows: if the width of the stem at any point along its length is less at that point, even by a barely perceptible margin, than at some other point closer to the proximal end of the stem, then the stem fits into the 'diverging' class by definition. A practical aid in applying this criterion to a point in marginal cases is the use of a pair of calipers, which, when closed to the sides of the stem, provide two parallel lines adjacent to the stem, allowing an observer to see the relative width along the length of the stem.

The typology utilizes these and other distinctions:

Type 1 is broad-necked, barbed, with a diverging stem (Figure 3a)

Type 2 is broad-necked, shouldered, with a diverging stem (Figure 3b).

Type 3 is broad-necked, with an incurvate stem base (Figure 3c).

Type 4 is broad-necked, barbed, with a non-diverging stem (Figure 3d).

Type 5 is broad-necked, shouldered, with a non-diverging stem (Figure 3e).

Type 6 is ovate, diamond-shaped, or bipointed in outline, unnotched and unstemmed (Figures 3f-3i). The type is not divided into sub-types, as it is on the Lower Columbia, because a large enough sample has not been analyzed to discern meaningful distinctions. The potential is there, of course, for subtype distinctions to be made at some future time when it appears useful.

Type 7 is narrow-necked, barbed, with a diverging stem (Figure 4a).

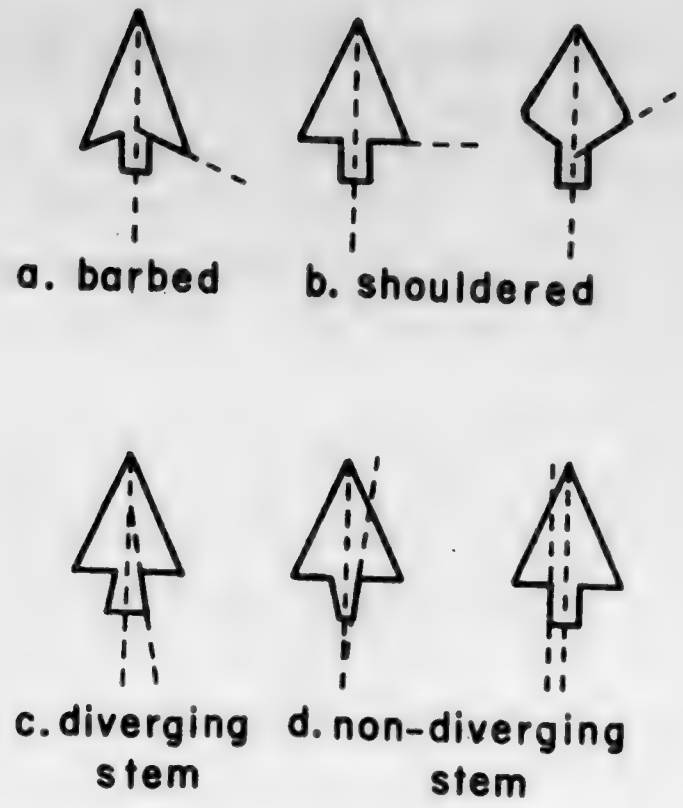


Fig. 2: Important Attribute Distinctions in Projectile Point Typology.

Type 8 is narrow-necked, shouldered, with a diverging stem (Figure 4b).

Type 9 is narrow-necked, barbed, with a non-diverging stem (Figure 4c).

Type 10 is narrow-necked, shouldered, with a non-diverging stem (Figure 4d).

Type 11 is ovate in outline, and side-notched (Figure 4e). No specimens of this type are known for the northwestern California-southwestern Oregon area, so it is not considered in this report. It is listed here only so that the type numbers will correspond with those in the Lower Columbia typology.

Type 12 has a triangular blade and is side-notched and unstemmed (Figure 4f). It may eventually be necessary to distinguish between small side-notched points, which are relatively recent, and large side-notched points, which are known in the Great Basin and the Plateau to be considerably earlier. I am not convinced, however, that specimens of the latter group have been found in northwestern California-southwestern Oregon, though Davis (1974: 49) believes he has found some on the upper Rogue River. This problem is discussed in greater detail in Appendix B.

Type 13 is unnotched and unstemmed, with an incurvate base (Figure 4g).

Type 14 has a triangular blade with a base that is not incurvate, and is unnotched and unstemmed (Figure 4h).

Type 15 is both side-notched and stemmed (Figure 4i). No specimens of this type are known to be reported from northwestern California-southwestern Oregon, but it is listed here because it is considered quite possible that some specimens will eventually be recognized. It is not, however, considered in this report.

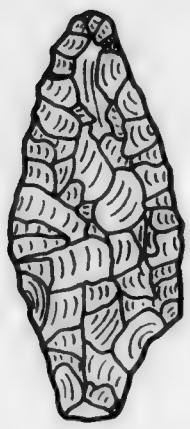
In using this typology it must be kept in mind that it is the formal definition of the type, not necessarily the observed similarity to an illustrated type specimen that is to be considered in assigning a given specimen to a type. The specimens used to illustrate the types described above were found on the Lower Columbia, and it should not be expected that specimens observed in northwestern California-southwestern Oregon collections will necessarily look exactly like the illustrated specimens.

a
1

b
2

c
3

d
4



e
5

f
6a

g
6b

h
6c

i
6d

Fig. 3: Projectile Point Types 1-6.

a
7

b
8

c
9

d
10

e
11

f
12

g
13

h
14

i
15

Fig. 4: Projectile Point Types 7-15.

APPENDIX B: TYPOLOGICAL INTERPRETATIONS OF PROJECTILE POINTS FROM REPORTED NORTHWESTERN CALIFORNIA-SOUTHWESTERN OREGON SITES

A considerable amount of interpretation was involved in compiling the information presented in Tables 7 and 8, because there are almost as many different ways of describing the projectile points as there are reported sites. Some reports attempt to define a typology and then list the point sample by type and stratigraphic provenience. Other reports give only a vague idea of what the projectile points looked like, and present no provenience data at all.

Prior to deciding on the typology described in Appendix A, I read each report and made some preliminary observations about the projectile point samples. After the typology had been established, I reread the reports and grouped the reported collections as best I could according to the typology. Each report presented its own problems in this effort. The following discussions are intended to satisfy those who desire to understand the reasoning behind the interpretations made.

Strain Site (35 CU 47): The description of this site and the collection excavated from it is by Newman (1959: 36-43). The projectile points, illustrated in his Plate VIII, are described (ibid.: 37) as "straight-sided with an indented base," and the illustration clearly establishes that they are all Type 13.

Schwenn Site: Described by Leatherman and Krieger (1940: 19-28), the projectile points from this site are illustrated in their Plate VIII. Eight of the points are described as "stemless, leaf-shaped points," clearly Type 6, and the others are described as "two or three stemmed, lozenge-shaped points." The illustration establishes that these latter are Type 5.

Gold Hill Site: This site is described by Cressman (1933a, 1933b) but only in the latter report is there any description of the projectile points (ibid.: 15-17). Plate VI, 3 in the report, shows a group of points from the deepest provenience, including three Type 6 points, one Type 5 point, and one Type 10 point. Plate VI, 4 shows a group of points from the upper levels of the site, including three Type 5, one Type 4, one Type 9, and one Type 12. He also illustrates, in Plate VI, 1, two Type 7 points, coming from the middle and upper strata. For purposes of comparison, the Gold Hill Site has been divided into two components in Table 7, the lower stratum into Gold Hill Lower, and the middle and upper strata into Gold Hill Upper.

Gunther Island Site (5 Hum 67): The only reliable reports of this site are those of Loud (1918) and of Heizer and Elsasser (1964). The latter authors classify the collection of projectile points they observed from the site into a typology they devised for the northwestern California area. The following correspondences are seen to apply between their typology and the one used in the present paper:

Heizer and Elsasser (1964) Types	Present Types
1	6
2	6
3	14
4	13
5A	7
5B	7
6	9
7A	5 or 10
7B	5 or 10
8	12

Heizer and Elsasser were not able to obtain type frequency counts on the collection, but did report (ibid.: 25) that their Type 5B (here Type 7) was the most common, thought their Types 1 through 8 were all present. Specimens of Types 2, 5, 8 and 10 (present typology) are also illustrated by Loud (1918: Plates 14 and 15).

5 Sis 13: This rockshelter site is described by Wallace and Taylor (1952). The 193 classifiable projectile points they found at the site are classed by them into a typology they devised for the collection. Their description allows the following correspondences to be made between their typology and the one used in the present paper:

Wallace and Taylor (1952) Types	Present Types
Stemmed 1	9
Stemmed 2	9
Stemmed 3	8 or 10
Stemmed 4	7
Stemmed 5	12
Stemmed 6	12
Stemless 1	13
Stemless 2	6

In the case of their stemmed Type 3, the sample of the type they report from the site was split into two equal parts, in the tabulation of Table 7, divided equally between Types 8 and 10 in the present typology.

Point St. George Site (5 DNo 11): The only available description of this site is

by Gould (1966). In his description of the projectile points from the site (ibid.: 50-58) he does not class the points into any groups or types or give frequency figures, so it is necessary to rely on his general verbal description and on his illustrations. What he calls "round base points" are interpreted to belong to Type 6; his "pointed stem points" apparently include broad-necked Types 2, 4 and 5; his "hollow-based" variety appears to refer to Type 13; and his "tanged" group seems to include only Type 9.

Of the two major strata at the site, F36 is the deeper and F31 the more recently deposited. Gould (1966: 51-53) describes a shift in the shapes of the points from "pointed stem" and "round base" points at the bottom of F36, through smaller, "tanged" points at the transition of the two strata, to "hollow base" points at the top of F31. His illustration of 31 projectile points along with their stratigraphic provenience helps to support his description of this stylistic shift. Using the provenience designations applied to the illustrations, the projectile points can be divided into three vertically separated groups: F36, depth 24-42 inches; F36, depth 0-24 inches; and F31. These three groups are separated in Table 8, and the presences and relative frequencies are taken both from Gould's verbal descriptions and his illustrations, especially from the latter.

Lone Ranch Creek Site: A sample of 27 projectile points is described from this site by Berreman (1944: 29). His Type NAb1 includes 12 specimens, of which nine are relatively small and can be confidently classed as projectile points, corresponding to the present Type 6. The single specimen of his Type NAb3 is too large to be called a projectile point. Both of his Type NBa specimens are illustrated (ibid.: Plate VII), and fit into Type 14. All five of his Type NBb are interpreted as Type 13 points. A total of three specimens are listed in his Type SAb, all of which are illustrated in his report. Each of these corresponds to a different type: one Type 7, one Type 9 and one Type 10. The seven specimens in his Type SBb could fit into either Type 7 of 9, and are divided equally in Table 8 between these two types. A unique, single-barbed specimen fits best into Type 13.

Pistol River Site: The sample of projectile points from this as described by Heflin (1966) is not broken down into type frequencies, though Heflin does use the typology used by Heizer and Elsasser (1964) for the Gunther Island Site. According to the verbal description given in the report (ibid.: 166), the predominant type

of point was triangular with an incurvate or square base. This indicates that Types 13 and 14 were the most common. The points illustrated in the report (ibid.: Plate 1) fit into these types as well as Types 5, 6, 7, 9, 10 and 12. The size of the sample is not given.

Iron Gate Site: The points from this site, as described by Leonhardy (1967: 13-17), were classified by him according to a revised version of the typology used by Cole (1954) on the Columbia River. Of the 187 points classified in the site report, 170 can be fit into the typology used here, according to the following interpreted correspondences:

Present Types	Leonhardy (1967) Types
6	1-A, 1-B, 1-C
7	1-I, 2-G, 3-F
8	1-F
9	1-G, 1-H, 1-J, 1-K, 1-L 2-A, 2-C, 2-D, 2-E, 2-H 3-B, 3-C, 3-D
10	2-B
12	2-I, 2-J
13	1-E, 3-A

Leonhardy's Types 1-D and 3-E have no counterparts in the present typology. Also, his Type 2-F can relate either to present Type 7 or 9, and his Type 2-K can include present Type 1 or 12. These four ambiguous types, 1-D, 2-F, 2-K and 3-E, are left out of the list of type correspondences above, and constitute the 17 specimens not considered in the comparison.

Patrick's Point Site (5 Hum 118): The projectile point sample taken from this site is described by Elsasser (1965) and by Elsasser and Heizer (1966). The collection is grouped in Table 8 according to the correspondences given above for the Gunther Island Site, since the reports on Patrick's Point use the same typology as was used for Gunther Island.

Tsurai Site (5 Hum 169): As with Patrick's Point, the projectile points from this site were grouped in the site reports (Elsasser 1965, Elsasser and Heizer 1966) using the typology utilized for the Gunther Island Site, and the collection is therefore grouped in Table 8 according to the correspondences given above for the Gunther Island Site.

Upper Rogue River Sites: The excavated sites in the upper Rogue River Valley which have produced projectile points have all been reported by Wilbur Davis

(1968a: 35 JA 10A; 1968b: JA 5, JA 8, JA 12, JA 13; 1970: JA 14; 1974: JA 6, JA 7, JA 16, JA 18, JA 19, JA 21, JA 23). In his 1968 reports, Davis does not strictly define the groups into which he classifies the points found, but his verbal descriptions and the illustrations allow some correspondences to be made. His "Gold Hill" points appear to fit well into Type 6; the "Gunther Barbed" specimens, as illustrated, appear to belong to Type 9; the "Lingo" points are divided between Types 9 and 10; the "Triangular nonstemmed" points, as illustrated, appear to relate best to Type 13; the "Corner-Notched" specimens are divided between Types 1 and 7; the "Desert Side-notched" specimens are Type 12; and the "Shouldered" points are most likely Type 5.

All of the four classifiable projectile points from JA 14 (Davis 1970: 7) are illustrated, and are easily recognized as two Type 6 and two Type 12 points.

Only the illustrated point specimens from the sites described in the 1974 report are considered in this comparison, because Davis utilizes no typology in this report, and his verbal descriptions do not allow unambiguous interpretations. Thus, for Site JA 6, only ten of a total of 26 projectile points are considered; for JA 7, four of four; for JA 16, 12 of 16; for JA 18, eight of nine; for JA 19, 12 of 18; for JA 21, four of four; and for JA 23, eight of 15. The points are classed into types according to the way they appear in the photographs. The only difficulty encountered was the classification of the side-notched points.

Davis (1974: 49) makes a distinction between broad and narrow side-notched points, and concludes that the broad style is early and the narrow style late. Analysis of the reports does not, however, necessitate the conclusion that there are two distinct types involved. There are some relatively large side-notched specimens, such as at Sites JA 6, JA 18, JA 19 and JA 21, but there seems to be a continuous range in size from smaller to larger points. Furthermore, the larger specimens do not tend to be associated with other early point styles at the same sites, as would be expected if they represented an early time period. In fact, at two of the sites at which they appear, JA 6 and JA 19, the larger side-notched points are associated with the smaller variety. The best and simplest interpretation, then, is that the side-notched points to which Davis refers belong to a single group, Type 12, which tends to be late in time.

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Plate 1: Excavation of the Looney Site in progress.

Plate 2: Projectile Points and Bifaces. Actual Size.

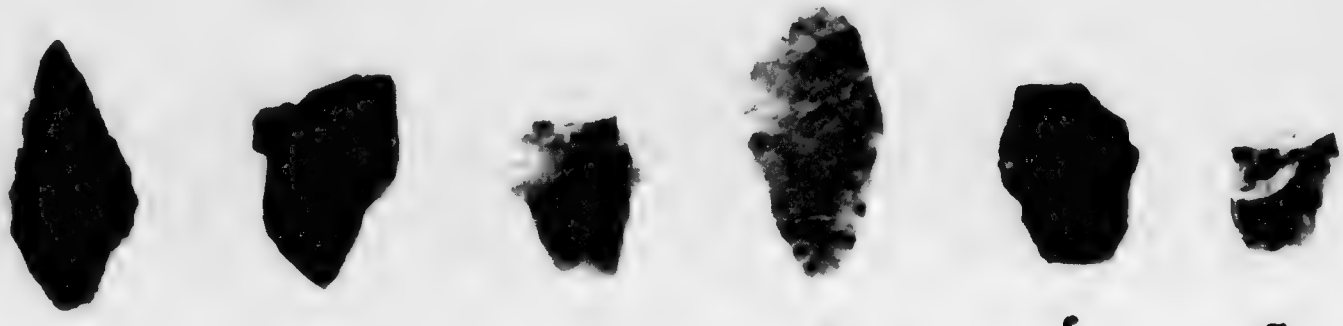
2a-2l: Projectile Points

2a: Specimen A3 - 1 - 8
2b: " A3 - 1 - 13
2c: " A1 - 1 - 3
2d: " A1 - 1 - 7
2e: " A4 - 1 - 4
2f: " A1 - 1 - 9
2g: " A2 - 1 - 19
2h: " A4 - 1 - 12
2i: " A1 - 1 - 2
2j: " A1 - 1 - 14
2k: " A2 - 1 - 21
2l: " A2 - 1 - 25

2m: Large Formed Bifaces: Specimen A4 - 1 - 2

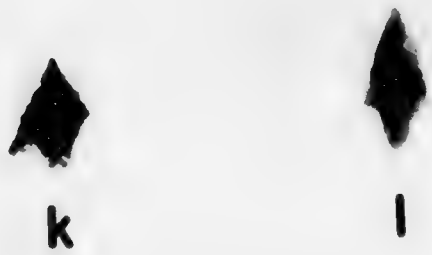
2n: Fragmentary Formed Bifaces: Specimen A1 - 1 -10

a



b c d e f g

h i j



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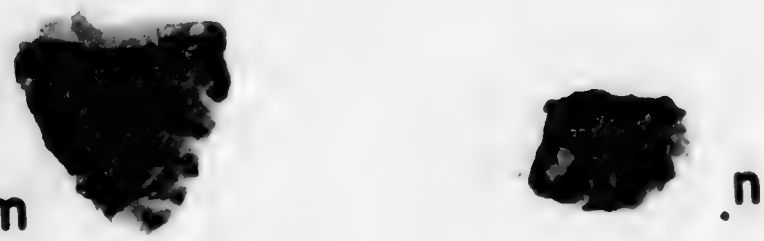

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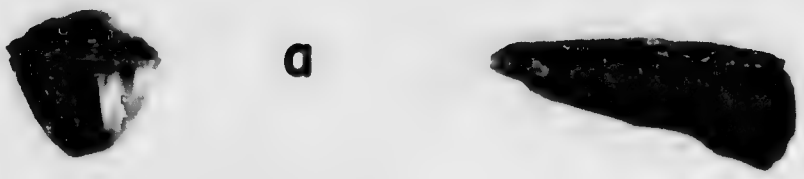
Plate 3: Microblade Cores. Actual Size.

3a: Specimen A2 - 1 - 26. Left: Front; Right: Lateral Surface.
3b: Specimen A2 - 1 - 11. Left: Front; Right: Lateral Surface.
3c: Specimen 35 MU 11 - 353. Left: Front; Right: Lateral Surface.



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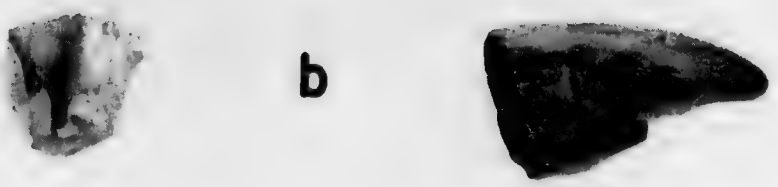
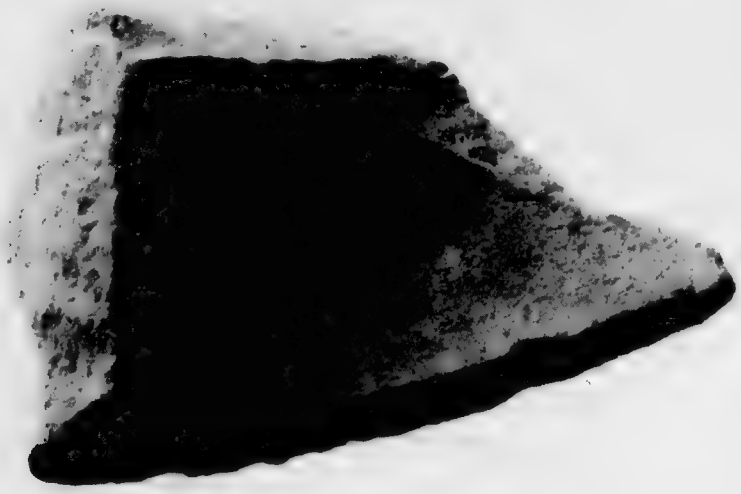


b

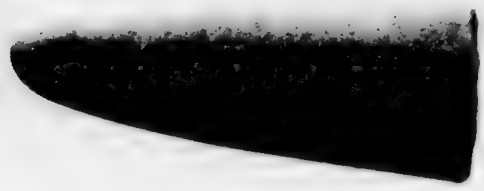
c

Plate 4: Mortar and Pestle. Scale 1 : 2.

4a: Mortar: Specimen A2 - 1 - 10
4b: Pestle: Specimen Surf-10



b



a

Plate 5: Microblades. Scale 2.5 : 1.

5a: Specimen TP4 - 0 - 11
5b: " A3 - 1 - 16
5c: " A3 - 1 - 17
5d: " TP4 - 0 - 10
5e: " A4 - 1 - 17
5f: " A3 - 1 - 18
5g: " A2 - 1 - 27
5h: " A3 - 1 - 19

a

b

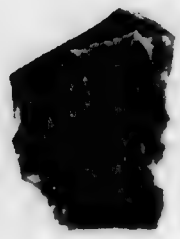
c

d

e

f

g



h

ARCHAEOLOGICAL SURVEY OF THE PROPOSED IMPROVEMENT OF SLATER CREEK-MYSTIC CREEK SECTION OF THE COOS BAY-ROSEBURG HIGHWAY, DOUGLAS COUNTY, OREGON

Contract

between

Highway Division

Oregon State Department of Transportation

and

Museum of Natural History

University of Oregon

by

David L. Cole

and

Richard M. Pettigrew

Eugene, Oregon

February 9, 1976

ARCHAEOLOGICAL SURVEY OF THE PROPOSED IMPROVEMENT OF SLATER CREEK-MYSTIC CREEK SECTION OF THE COOS BAY-ROSEBURG HIGHWAY, DOUGLAS COUNTY, OREGON

INTRODUCTION

An archaeological survey of the proposed Slater Creek-Mystic Creek section of Highway 42 in Douglas County was conducted under a contract between the Highway Division of the Oregon State Department of Transportation and the University of Oregon Museum of Natural History (MNH). The purpose of the survey was to determine if there were archaeological resources that would be impacted by the construction.

The Principal Investigator of the survey was D. L. Cole, curator of Anthropology, MNH, who has been conducting archaeological surveys as an ongoing activity since 1952.

The field work for the survey was performed by Richard M. Pettigrew, Research Assistant, MNH, on January 16, 18, 19, 1976. Pettigrew has four years of experience on archaeological surveys. Coverage of the project area took approximately 16 hours, including time spent along the highway right-of-way, and at the locality designated as the materials source several miles up Twelvemile Creek.

Mr. Al Bates, Resident Engineer, Roseburg Office of the Highway Division accompanied Pettigrew to the project area. The areas surveyed were those indicated as the construction areas by Mr. Bates. In addition,the construction route was followed with the aid of construction drawings 9B-13-5 and 9B-13-6, scale 1 inch = 100 feet, supplied by the Highway Division. Map 1 of this report is taken from these drawings.

We thank Mr. Bates for the assistance that he gave us in completing the survey.

To determine what cultural resources might be expected in the project area Oregon Archaeological Survey files of MNH were searched for information of site locations and previous surveys; the paleontology locality file of MNH was searched for records of prehistoric localities; and library references were examined for historic and ethnographic accounts of aboriginal use.

THE SETTING

The proposed highway project will improve a 5.0 mile section of Oregon Highway 42 along the Middle Fork of the Coquille River between Slater Creek on the west and Mystic Creek on the east. The project includes realignment, widening, changes in slope, rechannelization of a portion of the Middle Fork Coquille River,

the creation of waste areas for disposal of surplus soil and rock, and the quarrying of rock for riprap and rock inlay material (Oregon Department of Transportation (ODT) 1975).

The natural environment of the project area as described by the final environmental impact statement for the project (ODT 1975:19-34) was used as the reference for the survey. The considerations important to evaluation of the area's potential for archaeological sites are: The highway traverses the narrow Coquille River valley at the bottom of a deep canyon. The river which flows directly to the coast at an average gradient of about 100 ft. per mile, possesses significant annual runs of anadromous fishes. The slopes at the canyon are steep in most places, allowing only a few places adjacent to the river that are relatively flat and not normally affected by the annual flooding. The forest covering the slopes is of a mixed evergreen type, and it includes myrtle, oaks and chinkapin. The area is inhabited by a variety of animal wildlife. The climate of the area is mild in all seasons.

Ethnographic information concerning the aboriginal inhabitants of the Middle Fork of the Coquille River is very slight. The people referred to as Mishikhivutmetunne or the "Upper Coquille" spoke an Athabascan language related closely to their neighbors from the upper Umpqua River area. Athabascan dialects were spoken by peoples who lived southward and along the coast, including the Tolowa of extreme northwestern California. The Upper Coquille culture was closely related to that of the Tolowa and others inhabiting the region of the Lower Klamath River, but distinct in two major respects: first, the territory of the Upper Coquille did not include any coastal lands, thus restricting their food sources more than the people of the coastline; and, second, the Upper Coquille were influenced more than their Athabascan speaking neighbors by the Kusan speaking peoples who claimed as tribal lands, the lower portions of the Coquille River. These people were called "Lower Coquille" (Berreman 1937:3) and had a culture related more to the Lower Columbia River peoples than to the Lower Klamath River peoples (Drucker 1937:279-82).

The number of ethnographically recorded sites in Upper Coquille territory is very small. Dorsey (1890:212) mentions 32, but Drucker (1937:279) was able to record the names of only 5. There was one downstream from the present Coquille townsite area, one near the town of Coquille, and 30 others, apparently all upstream from Coquille but with no specific locations listed. While it is reasonably certain that the boundary between the territories of the Upper Coquille and the Lower Coquille was in the lower Coquille River area downstream from Coquille, the boundaries between the two groups is unknown. Camas Valley, 4 miles upstream from the project area, with its broad, savannah-like expanse at the upper limit of the Middle Fork of the Coquille

River drainage, was probably an important focus for aboriginal habitation, but it is not known whether it was claimed by the Upper Coquille or the Upper Umpquas.

It is not questioned that aboriginal groups used the valley of the Middle Fork of the Coquille River both in early historic and in prehistoric times. While it is not probable that there existed permanent villages in the project area, owing to a paucity of suitable land and the seasonal nature of the food supply, it is very likely that there exists there short-term habitation sites important to the aboriginal economy for the collecting of food and raw materials. Among the plants which were probably utilized in the area are Port Orford cedar (Chamaecyparis lawsoniana), for boxes, planks, clothing and rope; Oregon myrtle (Umbellularia californica), for its edible nuts; acorns from Oregon white oak (Quercus chrysoleous), and chinkapin (Castanopsis chrysophylla); vine maple (Acer circinatum), for salmon net frames; huckleberry (Vaccinium sp.), madrone (Arbutus menziesii), salal (Gaultheria shallon), green-leaf manzanita (Arctostaphylos patula), twinberry (Lonicera involucrata), and blue elderberry (Sambucus caerulea), for their edible berries; and Oregon grape (Berberis nervosa), for its edible berries and dye made from its roots.

The project area is suited for hunting game. The probable aboriginal prey included black bear (Ursus americanus), black-tailed deer (Odocoileus henionus), Roosevelt elk (Cervus canadensis), snowshoe hare (Lepus americanus), and brush rabbit (Sylvilagus bachnami). Even more important to subsistence were the fish to be caught in the Middle Fork of the Coquille River and its tributaries. Salmonid fishes available either during spawning or year-round include coho salmon (Oncorhynchus kisutch), steelhead (Salmo gairdnerii) and cutthroat trout (Salmo clarkii).

PREVIOUS ARCHAEOLOGICAL WORK

There are no records in the Oregon Archaeological Survey files of previous archaeological field work in the territory of the Upper Coquille, and consequently there is no record of archaeological sites in the vicinity of the project area found before the initiation of the present survey. There has been some archaeological work in surrounding regions, but this has been limited also. The University of Oregon excavated sites near the mouth of the Coquille River in 1939 (Leatherman and Krieger, 1940) and again in 1952 and 1962 (MNH Records). In 1953 a site was excavated near the town of Coquille (MNH Records). Also, in 1974 Oregon State University excavated a site near the mouth of the Coquille River (ms. in preparation). There have been several excavations on the Curry County coast (Newman 1959, Heflin 1966, Berreman 1944), a study of an Upper Umpqua artifact collection (Marchiando 1965),

Figure 1. *Topography and vegetation in the canyon of the Middle Fork of the Coquille River, in the area of the proposed highway relocation.*

excavation of a site at Gold Hill on the Rogue River (Cressman 1933), and surveys in the South Umpqua River (Newman and Scheans 1966) and Rogue River drainages (Cole 1965, 1966a, 1966b; Davis 1968a, 1968b). It is probable that the Coquille River drainage has been inhabited for as long as many other areas in Oregon, but there is no evidence for this, owing to the lack of archaeological field work.

SURVEY PROCEDURE

The project area was covered by walking the staked centerline while paying close attention to adjacent features that might indicate potential for archaeological sites. The right-of-way was covered quite intensively in this way, and all observed aboriginal cultural debris was recorded. The vegetation in many places made it very difficult to see the ground, and the nature of the terrain made some places inaccessible, or nearly so (see Fig. 1, for example). All of the right-of-way was covered except for two small areas that were so difficult of access that it was judged an unwise expenditure of time and energy to attempt to cover them. These two areas were on the south side of the river, one on either side of the mouth of

Twelvemile Creek. The area downstream from the creek mouth is between stations 1389 and 1393 and the area upstream from the creek mouth is between stations 1394 and 1398. Both areas are across the river from the highway centerline, and may not be affected by construction.

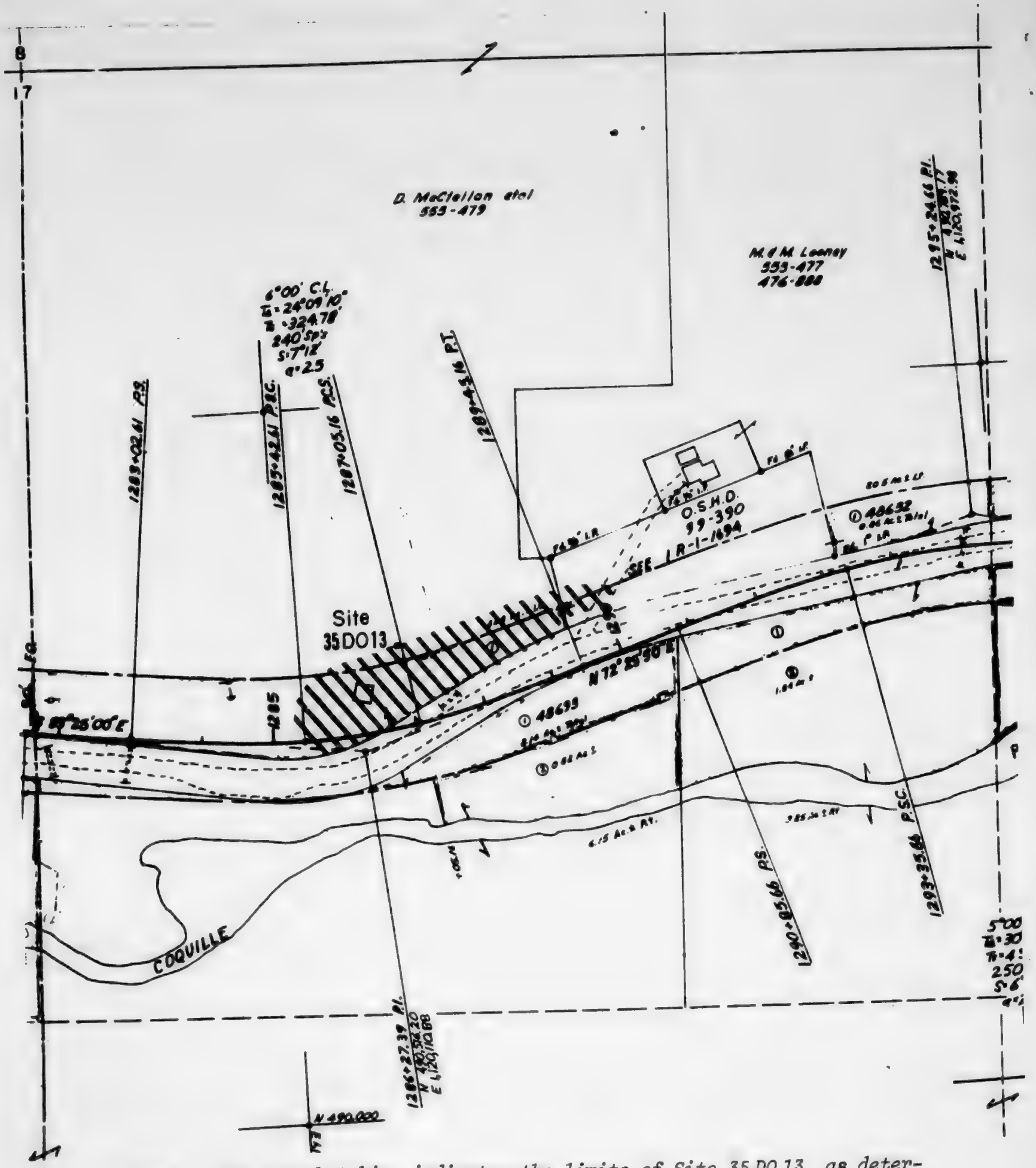
In addition to the highway right-of-way, the materials source at Twelvemile Creek Quarry was checked for possible archaeological sites by walking over the area and looking for evidence of aboriginal use.

RESULTS

The examination of the project area revealed the presence of one archaeological site, which has been designated Site 35 DO 13. [35 = Oregon, DO = Douglas County, 13 = 13th site recorded for this county.] The site is approximately 150 meters long by 20 meters wide and is located between highway survey points 1285 and 1290. The existing highway cuts through the southern edge of the site (cf. Map 1 and Figure 2). As could be anticipated, the site is in the area that is best suited for contemporary occupation, in the widest portion of the valley in the project area. Just to the east of the site, two unnamed but substantial creeks flow from the northern slopes into the Middle Fork of the Coquille River.

Archaeological specimens collected at Site 35 DO 13 consist of 4 pieces, all found where the vegetation has been cleared away for dirt access roads to two separate

Figure 2. SITE 35 DO 13. *The site is apparent in the treeless area, but continues for at least 100 meters into the trees. Heavy vegetation prevented close inspection of the ground.*



Map 1. *The crosshatching indicates the limits of Site 35 DO 13, as determined from the survey. The map is taken from OSHD construction drawings.*

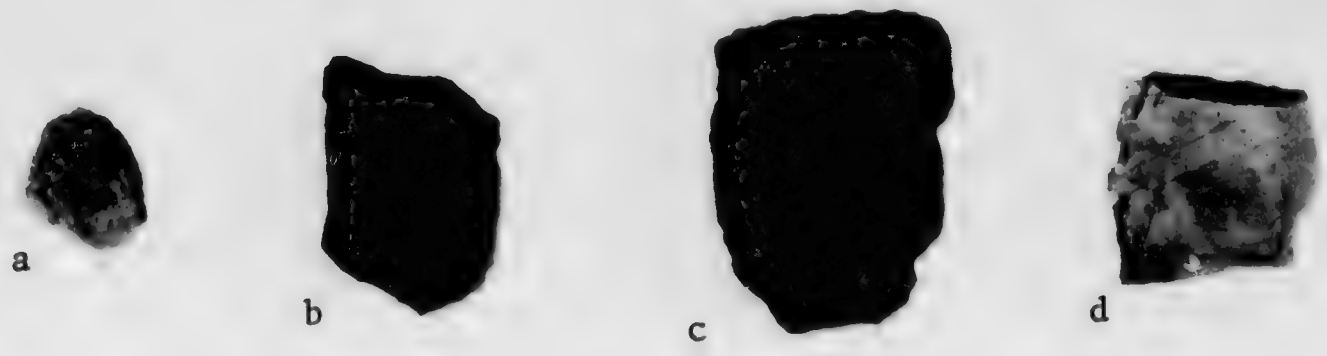


Figure 3. ARTIFACTS FROM SITE 35 DO 13. a. *Quartz flake*; b. *Chalcedony flake with a used edge*; c,d. *Pieces esquillees-like tools, c is quartzite and d is chalcedony. All specimens are actual size.*

farmsteads. Two of the specimens are simple unretouched flakes, one of quartz (Fig. 3a) and the other of chalcedony, the latter showing use scars on one edge (Fig. 3b). The remaining two specimens are flaked in a bipolar fashion and have two opposite battered and crushed edges. One of these is of quartzite (Fig. 3c), and is made on large flake struck off a large core. One side of the flake is the primary platform, on which repeated percussion with a hammerstone has produced a concavity or notch. The opposite, or secondary edge, is relatively straight with broad flakes struck off both faces as the result of force reflected back from a hard anvil. The other specimen is of chalcedony (Fig. 3d) and differs from the just described specimen in one major respect: on of the edges shows unifacial retouch which may suggest that that edge was used as a scraper. Similar tools to these latter specimens have been called Pieces esquillees, and are generally considered to have been used as wedges and/or slotting tools (MacDonald 1968:88) for such purposes as splitting or slotting bone, antler, ivory and hardwood. The object to be split is placed on a stone anvil, one edge of the tool is placed on the object, and the other edge of the tool is struck with a hammerstone. Pieces esquilles have been found in both the Old and New Worlds, and are common enough that they cannot be used alone as chronological or cultural indicators. They do, however, appear to be functionally related to activities performed at hunting camps (MacDonald 1968:88-90).

Site 35 DO 13 did not appear to have any depth to its cultural deposit, but only in a few places was it possible to see the ground (cf. Fig. 2). It is possible, therefore, that there may be some buried deposits at the site. Furthermore, the

boundaries of the site have only been estimated, so it is possible that it may extend beyond the area indicated on Map 1.

RECOMMENDATIONS

The following recommendations are made with respect to both known and unknown archaeological resources in the project area:

1. Site 35 DO 13 should be further explored by controlled surface collecting and test excavations in order to determine more precisely the site area and depth. Controlled surface collection will increase the sample of cultural materials to better interpret the range of activities that were carried out at the site. Test excavations will add time perspective. It is estimated that no more than 6 man-days of field work would be required for this work if no deeply buried deposits are found. In the event there are buried deposits additional excavation may be necessary.

2. If there is to be any construction activity that might disturb the ground surface on the south side of the river on either side of and adjacent to the mouth of Twelvemile Creek, this area should be examined by a qualified archaeologist. The probability is considered relatively high that there is a site or sites associated with the mouth of this, the largest creek entering the river in the project area. The examination should take no more than a few hours.

3. Because dense vegetation caused it to be extremely difficult or impossible to see the soils in many places in the project area, sites that escaped notice during the ground survey may be discovered during construction. In order to implement Section 105.13, Standard Specifications for Highway Construction (Oregon Transportation Commission 1974), which provides that archaeological finds be properly studied and preserved, it is recommended that, if archaeological materials are discovered during construction, they should be reported as soon as possible to the University of Oregon Museum of Natural History. An archaeologist will be sent to evaluate the find.

PALEONTOLOGICAL LOCALITIES

There are no records in the MNH paleontological files of localities recorded in or near the project area. Since most of the deposits to be affected by highway construction are recent, it is not likely that fossil deposits will be disturbed. There is a possibility that ancient sandstones with marine fossils might be encountered, but these are commonplace. If fossils are found during construction, they should be collected and sent to the University of Oregon Museum of Natural History to be recorded.

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8311 Cabin Cr. Safety Rest Area 1975
of Pac. Hwy. N. of Oakland
(Sanitary sewer outfall)

C&A 5513 12-3-75

STATE OF OREGON

INTER OFFICE MEMO

TO: Alfred Shirley, Jr.
Region Engineer
Roseburg

Attention: J. X. Wilson

DATE: November 6, 1979

SUBJECT: Cabin Creek Safety Rest Area and
City of Oakland Sewage Treatment Plant

Reference your October 30 letter.

Recommend you proceed, initiating a request for payment for State's share of Parametrix, Inc. preliminary engineering costs (9.3% of 25% city share of $14,100.12 = $327.83) per Parametrix final billing to the City of Oakland dated August 23, 1979. This can be charged to prefix 10-6913, and is an appropriate cost to the state per section 2(m) of the 11/4/75 Agreement.

Although it may be a little early, it is very much in order that Region initiate a federally participating project request for State's share of the city sewage treatment plant improvements.

The only potential snag for FHWA approval that comes to mind is the "double-dipping" possibility. In other words, City of Oakland will doubtless apply for an EPA grant for construction. Whether or not participation by another federal agency in the local match (through State's share of cost) remains to be determined.

A copy of your October 30 letter and attachments is being forwarded to Mr. Coulter for his review and further information to Project Management.

John W. Sheldrake
Maintenance Operations Engineer

JWS:sv

cc: H. S. Coulter, w/attachments

RECEIVED
STATE HWY ENGR
NOV 8'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-128.1387

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

October 30, 1979

FILE: MAI 12

FROM: J.X. WILSON
Regional Maintenance Engineer

SUBJECT: Cabin Creek SRA &
Oakland Sewage Treatment Plant

TO: R.L. Schroeder
Asst. State Highway Engineer
SALEM

We have an agreement with the City of Oakland covering their acceptance of effluent from our Cabin Creek SRA. Under article "m", of Things To Be Done By The State, we are obligated to participate in modifications or expansions of the City's treatment facility.

Parametrix recently completed a facilities plan for the City which is the first step toward construction of a new facility. Parametrix has billed the City for this work and the City is in turn billing us for what is considered our portion.

Parametrix has computed our portion of the billing based on a prorata flowage amounting to 9.3%. Using the City's average total flow rate for the past two years of 67,915 gpd and ours of 6,330 gpd, I feel we should go along with the 9.3% for this early portion of the planned work. On this basis, cost to us on this billing amounts to $327.83. We can pay for this under M.C. 69 if you have no objection.

For later design and construction work I propose we program for federal aid. I have discussed this with Tom Lowe, FHWA and our Program Management Section and neither see any great difficulty. Total cost for the project should be somewhere around $400,000 assuming a lagoon system.

I would further propose that our participation in the cost of design and construction be based on estimated year 2000 flows rather than the current. This would drop our percentage share to approximately 7.9% as indicated in Walt Hart's attached letter. I assume a lump-sum payment rather than a monthly assessment would be simplest and more acceptable to both the City and FHWA.

With your approval and direction I will pursue the proposals in this letter with the City toward preliminary agreement. I have enclosed background correspondence for your review.

jxw/cp
attach.
cc: Jack McCormick

503-687-1141 [illegible] Oregon 97401

STATE OF OREG I

INTER[illegible]FICE MEMO

TO: Mr. J. X. Wilson
Region 3 Maintenance Engineer

DATE: October 23, 1979

FROM: Walter J. Hart
Bridge Engineer *Walter J. Hart*

SUBJECT:

Sewage Disposal System
Cabin Creek Safety Rest Area
Douglas County
Pacific Highway (I-5)

We have analyzed Parametrix's assumptions and conclusions concerning the O.S.H.D. participation in the Oakland Sewage Treatment Plant improvements. Their information is substantially correct, although the following provides a more accurate description of the situation.

According to our telephone conversations with Tim Hanley, Parametrix arrived at the O.S.H.D. share of the project (9.3%) by using the monthly flow reports for the two facilities from April 1978 through March 1979. Those average sewage flows for the rest area and the city were respectively 6,330 and 69,500 gallons per day (gpd). The 6,330 gpd figure seems correct, since the chlorination water meter recorded an average of 6,100 gpd during that time period. There seems to be some discrepancy though, because my calculator yields 9.1% instead of 9.3% when using their data.

I anticipate the sewage flow to increase at the rest area by about 48% by the year 2000 to an average flow of 9,370 gpd. This assumes that the flow will increase directly proportional with the average daily traffic (ADT) on I-5 at the rest area. Attached is a letter from the Traffic Section projecting an 18,400 ADT for 2000, while the present ADT is 12,400 vehicles per day. Parametrix projects that Oakland's sewage flow will increase about 70% with sewage flow of approximately 118,000 gpd. The flow figures yield (9,370/118,000) 7.9% of the City flow at the year 2000 which is less than the 9.3% of the sewage flow proposed as the State's share.

Encl.

JSH:smd

cc R. L. Schroeder
Alfred Shirley

ROSEBURG REGION
RECEIVED
OCT 25 1979
RE | R/E | RUE | RTE
RUE | [illegible] | RSR | RPR | PLE
ENV | FAE | RBI | SEC

81-125-1387

303 087-1141 [illegible], Oregon 97401

September 20, 1979

Mr. J.X. Wilson
Regional Maintenance Engineer
Oregon State Highway Division, Region 3
P.O. Box 1128
Roseburg, Oregon 97470

ROSEBURG REGION
RECEIVED
SEP 2 1 1979
RE | RME | RCE | ROE | TE
RUE | DES | RSR | RPR | RLE
ENV | FAE | RBI | SEC

Re: Cabin Creek Rest Area Sewage
Contribution to Oakland Sewage
Treatment Plant
PMX Project No. 14-819-01

Dear Mr. Wilson,

I am writing to you in response to your letter #MAI 12 of September 10, 1979 concerning O.S.H.D. participation in the Oakland, Oregon Sewage Treatment Plant improvements.

The enclosure to this letter is a copy of our final billing to Oakland for the first step of the project, known as the Oakland Facilities Plan. You will notice the $14,100.12 in the lower left hand corner is the total of our billing on this project. 75% of this amount is federally funded and the remainder is Oakland's share ($3,525.03).

To arrive at the O.S.H.D. share of this last figure we calculated the percentage of flow through the Oakland plant that originates at the rest areas. The figures used come from O.S.H.D.'s own figures on monthly pumpage from the rest areas as reported to the city and from the city's wastewater treatment plant monitoring report submitted monthly to the DEQ. The figures for the periods July, 1976 through June, 1977 and for the period April, 1978 through March, 1979 were the basis for the calculations and yielded the 9.3% figure.

In the Facilities Plan we have projected a 1998 population equivalent for Oakland of approximately 2,100 people, which is a 170% increase over the 1978 population equivalent of 1,240 people. This is very close to the 160% increase in usage of the highway rest areas projected by Mr. James Gix of the O.S.H.D. in January, 1978 and again in May, 1979. Therefore, it appears to be a good basis for budgeting purposes for the design and construction phases of the new plant subject, course, to revision if more accurate data is received.

I hope this answers your questions in this regard.

Sincerely,

PARAMETRIX, INC.

Tim Hanley

Tim Hanley, P.E.
cc: City of Oakland
w/encl.

TH/k

ROSEBURG REGION
RECEIVED
SEP 2 1 1979
RE | RME | RCE | ROE | TE
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ENV | FAE | RBI | SEC

Parametrix, Inc.
Consultants in Engineering & Environmental Sciences
2300 Oakmont Way Suite 203 Eugene, Oregon 97401
503·687·1141

ENCLOSURE (1)

PARAMETRIX, INC.

August 23, 1979

INVOICE NO. 5074

TERMS: Net - 30 days

City of Oakland
117 S.E. Third Street
Oakland, Oregon 97462

OAKLAND FACILITIES PLAN
PMX Project No. 14-819-01

FINAL BILLING THRU AUGUST - 1979

5.9% Completed This Period Times Basic Fee of $15,242.00 = $900.74
FINAL AMOUNT DUE $900.74

BREAKDOWN

Hanley -	18.0	hours	@ $10.96	$ 197.28	
Daviscourt -	8.0	"	@ 6.35	50.80	
Poad -	7.0	"	@ 6.06	42.42	
Tate -	2.0	"	@ 4.00	8.00	
			subtotal	298.50	
			Overhead @ 75%	223.87	
			subtotal		522.37
			General & Administrative @ 15%		78.35
			subtotal		600.72
			Printing & Xerox		196.40
			subtotal		797.12
			Professional Fee		103.62
			AMOUNT DUE		$ 900.74

Recap of Project Account To Date

Amount Due This Period	$ 900.74
Plus Previous Billings	13,199.38
Total To Date	14,100.12
Less Previous Payments	12,670.62
Balance	$ 1,429.50

Mel Avery, Regional Manager

Mail remittance to P.O. Box 460, Sumner, Washington 98390.
Past due accounts shall be subject to 1% per month interest charge, but not exceeding the maximum allowable.

Parametrix, Inc.
Consultants in Engineering & Environmental Sciences
2300 Oakmont Way Suite 207 Eugene, Oregon 97401

Enclosure (1)

City of

1878 **OAKLAND** 1978.

117 S. E. THIRD
P. O. BOX 788
OAKLAND, OREGON 97462

August 29, 1979

Jack C. McCormick, District Engineer
Highway Division
Department of Transportation
P. O. Box 1128
Roseburg, Oregon 97470

Re: Cabin Creek Safety
Rest Areas

Dear Mr. McCormick:

Reference is made to the AGREEMENT entered into by the State Highway Division and the City of Oakland, November 4, 1975, regarding the Cabin Creek Safety Rest Areas.

On Page 2 of said agreement, under Section (m), the State agrees to "participate in the cost of future modifications or expansion of the treatment facility in an equitable manner to be determined by the City."

We enclose a copy of a letter from PARAMETRIX, INC., the engineering firm doing the work on the new facilities plan for the City, under an EPA Step I Grant. Under the terms of the grant, the Federal Government will fund 75% of the cost of the Step I study, and the City will fund the 25% balance of the cost. You will note the usage of the city's sewage treatment plant by the Cabin Creek Rest Areas amounts to 9.3% of the total flow handled by the plant.

The final billing from PARAMETRIX on this Step I Facilities Plan is $14,100.12. Of this, the Federal 75% share is $10,575.09, and the City's 25% share is $3,525.03. We are therefore requesting that the State reimburse the City of Oakland for 9.3% of our share, which would be $327.83.

Under separate cover, I am forwarding to your office one copy of the FACILITIES PLAN for your information.

If you have any questions regarding this request for reimbursement, kindly call or write this office, 459-4531.

Sincerely,

CITY OF OAKLAND

Geraldine Nickle

Geraldine Nickle,
City Recorder

gn
Encl.

May 21, 1979

Honorable Mayor Homewood
City of Oakland
117 S.E. Third Street
Oakland, Oregon 97462

Re: Oakland Facilities Plan
PMX Project No. 14-819-01

Dear Mayor Homewood,

To follow up on several items in the Facilities Plan questioned by you and the City Council, we offer the following:

The usage of the city's sewage treatment plant by the Cabin Creek rest areas amounts to 9.3% of the total flow handled by the plant. This figure is an average figure based on plant and rest area flows from April, 1978 through April, 1979 and is based only on the quantity of sewage flows, not on the potency of the flows.

A check with the Oregon State Highway Division in Roseburg revealed that the dual water system will first be tried this summer at the Cabin Creek rest areas. Future expansion of the rest areas is contingent upon the success of this dual system. However, the District Engineer still feels that an increase of 160% in average sewage flow as used in the Facilities Plan is a sound estimate for the year 2000.

As Mel Avery discussed at the public hearing, we prefer to revise our population estimate to the 3% compound growth rate figure once we have received the Step II EPA grant for the design of the new plant. If this is agreeable with you then we will proceed to have the Facilities Plan printed in its final form.

If this is not agreeable please notify us by the end of this month and we will be happy to discuss any questions you may have.

Sincerely,

PARAMETRIX, INC.

Tim Hanley (L)
Tim Hanley, P.E.

TH/k

Parametrix, Inc.
Consultants in Engineering & Environmental Sciences
2300 Oakmont Way Suite 207 Eugene, Oregon 97401
503·687·1141

8311

February 25, 1977

Employers Mutual Liability Insurance
Company of Wisconsin
2000 Westwood Drive
Wausau, WI 54401

Gentlemen:

On February 14, 1977, we wrote to you concerning release of final payment on Contract No. 8311 awarded to Kelly F. White Co. for a sanitary sewer outfall at the Cabin Cr. Safety Rest Area on the Pacific Highway in Douglas County.

Final payment on this contract is $2,311.99 and the total contract amount is $191,538.74 including $43,362.87 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Kelly F. White Co.
767 Glenwood Drive
Bend, OR 97701

bc: C. T. Keasey
Walt Hart - Bridge
V. E. Skoog - Attn: Dick Hacek
A. Shirley

8311

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	rm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER - 2-102		tate Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Douglas
MODIFICATION NUMBER 2		Project Number I-5-3(105)145

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 3 , 1975 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 179,086	$ 235,000
Federal funds	$ 165,260	$ 216,858
Other revisions		

This modification is made for the following reasons:

To include additional approved items of work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of February , 1977 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
for: G.L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete 86717

Oregon State Highway Division
Salem, Oregon February 14, 1977

Federal Aid Project
No. I-5-3(105)145

CABIN CREEK SAFETY REST AREA

PACIFIC HWY. IN DOUGLAS COUNTY

Revised Project Agreement Estimate.

Type Code Y022.
Rest Area (Sta. 1435+00 and Sta. 1465+00)

Subtotal on previous estimate of July 28, 1976		$162,806.07
Additional Approved Items		
EWO 2 Install Pressure Line & Construct Two Septic Tanks	All Required	39,580.61
SFO 8 Locate Utilities, Haul Excess Material & Clean Up	All Required	2,000.00
	Increase	$ 41,580.61
	SUBTOTAL	$204,386.68
	Engineering	30,613.32
	TOTAL	$235,000.00

Length of Project - - - - - - - - - - - - - - - 0.0 mile

Federal Funds - - - - - - - - - - - - - - - - -	$216,858.00
State Funds - - - - - - - - - - - - - - - - - -	18,142.00
TOTAL	$235,000.00

Group 1 - 100%
Contract No. 8311
Prefix: 610-1060

STATE COPY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 8-30		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 8-3-76	County Douglas
MODIFICATION NUMBER 1		Project Number I-5-3(105) 145

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 3, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 159,683	$ 179,086
Federal funds	$ 147,355	$ 165,260
Other revisions		

This modification is made for the following reasons:

To include additional approved items

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of August, 19 76.

Oregon State Highway Division
(Official name of Highway Agency)

By E.J. Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
(Division Administrator)

for: G. L. Green

GPO 895-313

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon July 28, 1976

Federal-aid Project
No. I-5-3(105) 145

CABIN CREEK SAFETY REST AREA

PACIFIC HIGHWAY IN DOUGLAS COUNTY

Revised Project Agreement Estimate.

Type Code Y022

Rest. Area (Sta. 1435+00 and Sta. 1465+00)

Subtotal on previous estimate of November 26, 1975		$145,167.00
Additional Approved ITEMS		
Pa 4 Revise Exitways and Safety Rails	Lump Sum	6,286.80
Pa 5 Provide Washdown Facility	Lump Sum	1,027.00
Pa 6 Revise Effluent Pump Station	Lump Sum	695.00
EW01 Revise Drain Cleanouts, Alignment and Grade	All Required	1,970.27
SF02 City of Oakland Sewer Connection Fee	Lump Sum	7,660.00
	Increase	$17,639.07
	Sub total	$162,806.07
	Engineering	16,279.93
	Total	$179,086.00

Length of Project	0.0 mile	
Federal Funds		$165,260.00
State Funds		13,826.00
	Total	$179,086.00

Group 1 - 100%
Contract 8311
Prefix 610-1060

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NO.	FEDERAL-AID PROJECT AGREEMENT	County: Douglas
10-126	10-3-75	Project No.: I-5-3(105)145

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, 2.5 mi. N. of N. Oakland Interchange
Cabin Creek S.R.A.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY	10-1-75	0.00
CONSTRUCTION		
OTHER *(Specify)*		

ESTIMATED TOTAL COST OF PROJECT	FUNDS Pro Rata 92.28% FEDERAL FUNDS
$ 159,683.00	$ 147,355.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY
(Official name of Highway Agency)

By E S Hunter
Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, November 26, 1975

Federal Aid Project
No. I-5-3(105)145

CABIN CREEK SAFETY REST AREA

PACIFIC HIGHWAY

DOUGLAS COUNTY

Project Agreement Estimate

Type Code Y022
Rest Area (Sta. 1435+00 and Sta. 1465+00)

Temporary Protection and Direction of Traffic	All Required		$ 15,000.00
Temporary Signs	310 sq.ft.	3.00	930.00
Flagmen	160 hours	14.00	2,240.00
Well Abandonment	4 only	900.00	3,600.00
Extra for Pipe Under Pavement	6,720 lin.ft.	2.60	17,472.00
Bedding Material	550 cu.yd.	8.00	4,400.00
4-inch Cast Iron Sanitary Sewer Pipe	36 lin.ft.	10.00	360.00
6-inch Cast Iron Sanitary Sewer Pipe	538 lin.ft.	12.00	6,456.00
3-inch PVC Pressure Sewer Pipe, SDR-26	18,711 lin.ft.	2.00	37,422.00
6-inch PVC Gravity Sewer Pipe, SDR-35	3,079 lin.ft.	3.00	9,237.00
Concrete Manholes	5 only	800.00	4,000.00
Effluent Pump Station Concrete Sump	1 only	2,500.00	2,500.00
Effluent Pump Station Equipment	All Required		7,500.00
Siphon Dosing Tank	1 only	3,750.00	3,750.00
Pipeline Misc. Appurtenances	All Required		9,000.00
Electrical Distribution System, Complete	All Required		2,000.00
Building			
Remodel Existing Toilet Building	2 only	8,000.00	16,000.00
			$141,867.00

Anticipated Items

Building Permit Fee	All Required		$ 300.00
Temporary Signing Building Closure	All Required		1,000.00
Temporary Erosion Control	All Required		2,000.00
			$ 3,300.00

Subtotal	$145,167.00
Engineering	14,516.00
TOTAL	$159,683.00

Length of Project - - - 0.00 mile

Federal Funds	$147,355.00
State Funds	12,328.00
TOTAL	$159,683.00

Group 1 100%

Contract No. 8311

Prefix No. 610-1060

8311

13

FORM [illegible]

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Cabin Creek Safety Rest. Area	SECTION: Cabin Creek Safety Rest Area	WEEK ENDING: January 8, 1977
CONTRACTOR: Kelly F. White Co.	HIGHWAY: Pacific	SECTION PREFIX: 610-1060
DATE OF CONTRACT: 10-29-75	KIND OF WORK: Sanitary Sewer Outfall	COUNTY: Douglas
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	CONTRACT NUMBER: 8311	FEDERAL AID PROJECT NUMBER: I-5-3(105)145
PROJECT AUTHORIZATION: $164,764.55	DATE WORK STARTED: 12-06-75	ESTIMATED COMPLETION DATE:
EXCLUSIVE OF ENGINEERING: $151,699.52	SPECIFIED WORK DAYS: N/A	WORK DAYS USED
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $200,278.66	SPECIFIED CALENDAR DAYS: N/A	CALENDAR DAYS USED
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 37.9 %	SPECIFIED COMPLETION DATE: June 30, 1976	PERCENT OF TIME ELAPSED: 100%
	ENGINEERING AUTHORIZATION: $13,065.03	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
	This Week:	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 136.3
	ENGINEERING COST TO DATE: 24,328.58	DATE PROJECT WAS COMPLETED: June 11, 1976
	PERCENT OF AUTHORIZATION: 186.2 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE. MAT'L. PROD		
				Sewer Line	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				4.24 miles				
MILES PARTIALLY COMPLETED				4.24 miles				
MILES COMPLETED								
TOTAL ESTIMATED QUANTITIES (CONTRACT)				22,364 L.F.				
TOTAL QUANTITIES CORRECTED TO DATE				22,364 L.F.				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE								
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 2	Showers	0		
MONDAY 3	Partly Cloudy	0		
TUESDAY 4	Overcast & Cool	0		
WEDNESDAY 5	Clear & Cool	0		
THURSDAY 6	Clear & Cool	0		
FRIDAY 7	Clear & Cold	0		
SATURDAY 8		0		

RECEIVED
SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
January SUNDAY 2	No activity all week.
MONDAY 3	
TUESDAY 4	
WEDNESDAY 5	
THURSDAY 6	
FRIDAY 7	
SATURDAY 8	No activity anticipated

STATUS OF WORK: REMARKS

Septic tank and sewer pipe installation completed.

North and South Bound Rest areas now open for puplic use.

SIGNED Curtis H. Duval LOCATION Roseburg

Curtis H. Duval, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

8311

DATE: December 9, 1976

TO: Oregon Transportation Commission

FROM:

H. S. Coulter
State Highway Engineer

SUBJECT: Cabin Creek Safety Rest Area, Contract No. 8311
Second Request for Increase in Project Authorization

Additional funding is needed on this project to cover an expected 19 percent overrun for work added after the original contract was completed. An 8.2 percent overrun of the original authorization was approved by the Commission at your March 30, 1976 meeting. That additional funding was due mainly to two reasons--the $7,660 hookup charge to the City of Oakland sewer system and over $6,000 to provide handicap access to the toilet building entrances.

The project to provide some 4.24 miles of sewer line plus two pumping stations to connect the rest area sewer system to the City of Oakland system was completed in June of this year. With the new facility in use in the summer, complaints were received from citizens living in North Oakland, near where our new connection was made into the city sewer system, of sewer odors in the vicinity coming from manhole vents. Investigation concluded that the existing septic tanks at the rest area did not provide sufficient holding time for the effluent so that an objectionable build-up of hydrogen sulfide gas could not escape until it entered the City's gravity system. The contractor was called back on an extra work order basis to provide two additional 12,000-gallon septic tanks (one for each unit of the rest area) and also extend the pressure line 920 feet in Oakland to a different connecting point. This is estimated to cost $30,000. In addition, a $5,000 State Force Order was required for certain cleanup and location of existing utility lines that might be in conflict. Both these orders and their related engineering are federal participating. The work is now well under way.

Your approval of an increase of $34,516.28 to a new total project authorization of $216,089.58 is requested. This item will be on the Consent Calendar for your consideration at the December 21 meeting.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
C. T. Keasey
L. W. Rulien
V. E. Skoog
Alfred Shirley, Jr.
George Bell

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 8, 1976

FILE: CON 5 #8311

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Cabin Creek Safety Rest Area
Contract No. 8311
Second Request for Increase in Project Authorization

Additional funding is needed on this project to cover an expected 19 percent overrun for work added after the original contract was completed. An 8.2 percent overrun of the original authorization was approved by the Commission at their March 30, 1976 meeting. That additional funding was due mainly to just two reasons - the $7,660 hookup charge to the City of Oakland sewer system, and over $6,000 to provide handicap access to the toilet building entrances.

The project was considered completed in June of this year. The project had provided some 4.24 miles of sewer line plus two pumping stations to connect the rest area sewer system to the City of Oakland system. With the new facility in use in the summer, complaints were received from citizens living in North Oakland, near where our new connection was made into the city sewer system, of sewer odors in the vicinity coming from manhole vents. Investigation concluded that the existing septic tanks at the rest area did not provide sufficient holding time for the effluent which takes about 20 hours to go from the rest area into the sewer system through the new pressure line. The objectionable build-up of hydrogen sulfide gas would then escape where it entered the City's gravity system. The contractor was called back on an Extra Work Order basis to provide two additional 12,000 gallon septic tanks for each unit of the rest area and also extend the pressure line 920 feet in Oakland to a different connecting point. This is covered by E.W.O. 2 for $30,000. In addition, a $5,000 State Force Order was required for certain clean up and location of existing utility lines that might be in conflict. Both these orders and their related engineering are federal participating. The work is now well underway.

A rough draft letter to the Transportation Commission requesting an increase in $34,516.28 to a new total project authorization of $216,089.58 is attached.

RECEIVED
STATE HWY ENGR
DEC 8 '76
REFER TO
FOR
Asst. | Asst. | R.D. | D/R | Sign | Act | File

JAB:fr

Att.

cc: Robert Church

8311

OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

I-5-3(105)145
STATE PROJECT NO.
Cabin Creek Safety Rest Area

FROM: G. L. Green, Div. Administrator, Salem, Oregon

PROGRAM NO.

COUNTY NAME: Douglas

ITEM NO.: I-838

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

NOV 12 '76

REFER TO Ralin FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
10-1-75	9-28-76	Interstate 5	Primary 1

GENERAL LOCATION:

City of Oakland

GENERAL DESCRIPTION OF WORK:

Furnish and install 920 feet of 3-inch pressure sewer line and construct two 12,000 gallon septic tanks - order for Extra Work #2 and locate utilities, haul excess material and clean up by State Forces.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☒ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 10-1-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 8 and Extra Work Order No. 2 in the amount of $35,000 - Federal Funds $32,250.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-3-76	G. K. Haasner	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-036

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

8311 9-17-76

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: T-5-3(105)145

STATE PROJECT NO.: Cabin Creek Safety Rest Area

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

COUNTY NAME: Douglas

ITEM NO.: I-838

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 21 '76
REFER TO
Ruben
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
10-1-75	2-20-76	Interstate 5	Primary 1

GENERAL LOCATION:

City of Oakland.

GENERAL DESCRIPTION OF WORK:

Temporary signing for toilet building closure.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~AXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 8-26-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 3 in the amount of $1,000 - Federal Funds $920.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-17-76	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

SP*72830-734

FORM 81.734.3030

1-5

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

August 19, 1976

Salem, Oregon

FILE: CON 8311

FROM: Jimmy S. Hansen
Sanitary and Water Supply Engineer

TO: Memorandum to the File

SUBJECT:

Cabin Creek Safety Rest Area
Pacific Hwy.
Douglas County
Water Supply

The existing water supply wells at Cabin Creek SRA are under a two-year test program and I have been receiving the chloride level results from the two wells (#8 and #9) on a twice monthly sampling basis. In addition I have been receiving the results of the water samples taken at a drinking fountain in the rest area. Attached are those results received from June 14, 1976 to August 12, 1976 as tested by the DEQ laboratory.

The chloride level of both wells have been steadily increasing through the summer months. The Oregon State Health Division's maximum allowable chloride concentration is 250 mg/l. Well # 9 exceeded that value (260.4 mg/l) on July 16, but then decreased to about 100 mg/l. Well # 8 came close (223 mg/l) to the maximum concentration on July 30, and exceeded it on August 12 with a concentration of 896 mg/l.

Well # 8 exceeded the maximum chloride concentration by so much that it was turned off today. Well # 8 was delivering about 20 gpm, while Well # 9 delivers about 45 gpm to the system. Well # 9 should have no problem supplying the rest area with an adequate supply for domestic and irrigation needs, although the extra load on the well might increase the chloride level of the water at a faster rate.

JSH/ag

cc R. W. Ellison
A. Shirley w/encl.
J. McCormick
E. Parker
J. H. Versteeg w/encl.

Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
AUG 23 1976
ROAD DESIGN SECTION

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Other

ERT W. STRAUB
GOVERNOR

DEPARTMENT OF ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229-5983

August 18, 1976

Jack C. McCormick
Oregon State Highway Division
P.O. Box 1128
Roseburg, OR 97470

Dear Mr. McCormick:

The chloride level results from the Cabin Creek Safety Rest Area collected by G. McBee on August 12, 1976 are as follows:

Well #8 - 896 mg/l

Well #9 - 98 mg/l

Sincerely,

LOREN KRAMER
DIRECTOR

Ellen M. Johnson

Ellen M. Johnson
Water Quality Laboratory Supervisor
Environmental Quality Laboratories
and Applied Research
8148 S.W. Beaverton Highway
Portland, OR 97225

cc: Elliot Parker
Jim Hansen

EMJ:jek

RECEIVED
AUG 18 1976
BRIDGE SECTION

BERT W. STRAUB
GOVERNOR

DEPARTMENT OF
ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229-5983

August 11, 1976

Mr. Jack C. McCormick
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. McCormick:

The chloride level results from the Cabin Creek Safety Rest Area are as follows:

7/30/76, sampling point of Well # 8 - 223 mg/1
(Collected by G. McKee)

7/30/76, sampling point of Well #9 - 70 mg/1
(Collected by G. McKee)

7/26/76, sampling point of the fountain - 256 mg/1
(Collected by Mr. Lengele)

Sincerely,

LOREN KRAMER
DIRECTOR

Ellen M. Johnson

Ellen M. Johnson
Water Quality Laboratory Supervisor
Environmental Quality Laboratories
and Applied Research
8148 S.W. Beaverton Highway
Portland, Oregon 97225

RECEIVED
AUG 13 1976
BRIDGE SECTION

cc: Elliot Parker
Jim Hansen

EMJ:jek

DEQ-1

DEPARTMENT OF ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229- 5983

OBERT W. STRAUB
GOVERNOR

August 3, 1976

229- 5983

Jack C. McCormick
Oregon State Highway Division
P.O. Box 1128
Roseburg, OR 97470

Dear Mr. McCormick:

The chloride level of the sample collected by Chuck Tyrer which arrived at the laboratory on July 22, 1976 from the Cabin Creek Safety Rest Area is 40.0 ppm.

Sincerely.

LOREN KRAMER
DIRECTOR

Ellen M. Johnson

Ellen M. Johnson
Water Quality Laboratory Supervisor
Environmental Quality Laboratories
and Applied Research
8148 S.W. Beaverton Highway
Portland, OR 97225

cc: Elliot Parker
Jim Hansen

EMJ:jek

RECEIVED

DEQ-1

JON

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF
ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229- 5983

July 21, 1976

Jack C. McCormick
Oregon State Highway Division
P.O. Box 1128
Roseburg, OR 97470

Dear Mr. McCormick:

The chloride level results from the Cabin Creek Safety Rest Area collected by G. McBee on July 16, 1976 are as follows:

Well #8 - 106.8 ppm

Well #9 - 260.4 ppm

Sincerely,

LOREN KRAMER
DIRECTOR

Ellen M. Johnson

Ellen M. Johnson
Water Quality Laboratory Supervisor
Environmental Quality Laboratories
and Applied Research
8148 SW Beaverton Highway
Portland, OR 97225

NOTED
G. J. BALLARD

EMJ:jek

cc: Elliot Parker
Jim Hansen

RECEIVED
JUL 26 1976
BRIDGE SECTION

NOTED
R. W. ELLISON

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF
ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229- 5983

July 7, 1976

Jack C. McCormick
Oregon State Highway Dept.
P.O. Box 1128
Roseburg, OR 97470

Dear Mr. McCormick:

The chloride level results from the Cabin Creek Safety Rest Area are as follows:

6/28/76, sampling point of fountain - 131 mg/l
(Collected by Mr. Lengele)

7/2/76, sampling point well #8 - 93.2 mg/l
(Collected by G. McBee)

7/2/76, sampling point well #9 - 194 mg/l
(Collected by G. McBee)

Sincerely,

LOREN KRAMER
DIRECTOR

Ellen M. Johnson

Ellen M. Johnson
Water Quality Laboratory Supervisor
Enviornmental Quality Laboratories
and Applied Research
8148 S.W. Beaverton Highway
Portland, OR 97225

EMJ:jek

cc: Elliot Parker
Jim Hansen

RECEIVED
JUL 9 19
BRIDGE SECTION

DEQ-1

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229- 5983

June 29, 1976

Jack C. McCormick
Oregon State Highway Division
P.O. Box 1128
Roseburg, OR 97470

Dear Mr. McCormick:

The chloride level results of the samples collected by Mr. G. McBee on June 18, 1976 from the Cabin Creek Safety Rest Area are as follows:

Well #8 - 101 mg/l
Well #9 - 100 mg/l

Sincerely,

LOREN KRAMER
DIRECTOR

Ellen M. Johnson

Ellen M. Johnson
Water Quality Laboratory Supervisor
Environmental Quality Laboratories
and Applied Research
8148 S.W. Beaverton Highway
Portland, OR 97225

cc: Elliot Parker
Jim Hansen

EMJ:jek

RECEIVED
JUL 1 19[illegible]
BRIDGE SE[illegible]

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF
ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229- 5983

June 18, 1976

Jack C. McCormick
Oregon State Highway Dept.
P.O. Box 1128
Roseburg, OR 97470

Dear Mr. McCormick:

The chloride level of the sample collected by Mr. Lengele on June 14, 1976 from the Cabin Creek Safety Rest Area is 84.7 mg/l.

Sincerely,

LOREN KRAMER
DIRECTOR

Ellen M. Johnson

Ellen M. Johnson
Water Quality Laboratory Supervisor
Environmental Quality Laboratories
and Applied Research
8148 S.W. Beaverton Highway
Portland, OR 97225

cc: Elliot Parker
Jim Hansen

EMJ:jek

RECEIVED
JUN 22 1976
BRIDGE SECTION

#9311

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Roseburg, Oregon

August 17, 1976

ORIGINAL SIGNED BY JAMES J. GIX

FROM: JAMES J. GIX
Regional Maintenance Engineer

TO: Walter J. Hart
Bridge Engineer

SUBJECT: Sewage Effluent Line
Cabin Creek SRA
Pacific Highway
Douglas County
Oakland Odor Problem

At approximately 10:00 a.m. July 13, 1976, hand dosing of the effluent sump at Cabin Creek N.B. Rest Area started. The sump was dosed by pouring in 3% hydrogen peroxide after each pump down. Original dosing started at 45 oz. per 600 gal. and was increased to 2 gal. per 600 gal. on Saturday and Sunday. The pumps were shut down from 5:00 p.m. through 7:00 a.m. and effluent overflowed into the drain field.

Total peroxide used was 30 gallons in pints for the three-day period. Dosage was reduced to 1 gal./600 on Monday.

Odor was sampled Monday in the manholes at Oakland and in the yards of some of the local citizens who have been complaining. The odor was detectable but within the acceptable threshold. No complaints had been received at City Hall by 2:00 p.m. July 16, 1976.

Based on the emotions of the citizens group I met with on Friday at City Hall, I feel we must continue with the two-stage plan to dose and extend the line to the 14" sewer main in Oakland. We should request federal participation in this correction of a design oversight.

C. H. Duval is investigating the possibility of a Price Agreement or Extra Work Order to accomplish the work.

The complete eradication of the odor is the only solution if we contemplate any additional installations of sewage effluent pumping in Southern Oregon.

jjg/cw

cc H. S. Coulter
Jack McCormick
C. H. Duval

RECEIVED
STATE HWY ENGR
AUG 18 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

1-5

#8311

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 28, 1976

FILE: CON 8311

FROM: R. W. Ellison
Bridge Administration Engineer

SUBJECT:
Cabin Creek Safety Rest Area
Douglas County
Water Supply Research

TO: Mr. J. H. Versteeg
Road Design Engineer

Attached is a copy of a Memo to the File by Mr. Jim Hansen, one of our Mechanical Engineers, concerning activities on the two-year test period of the Cabin Creek Safety Rest Area water supply wells. Also enclosed is a copy of the District Attorney's May 4, 1976 letter to Mr. Sexson of the Water Resources Department, outlining the status of the State Engineer's December 12, 1972 Order regarding the adjacent private well.

Also attached are graphs showing chloride levels for wells 8 and 9 and the rest area potable water for the period from 1970 to present. The chloride level for 1975 has improved considerably over previous years. This is due to the lack of pumping of the private (Morris) well. However, the well is still able to flow in artesian fashion for part of the year. Apparently Morris will not voluntarily comply with the Water Resources Department's Order to seal off salt-bearing aquifers of the private well and the District Attorney will not prosecute due to the time lapse involved since the Order was issued. The Water Resources Department is consulting with its attorney as to what steps should be next and apparently have taken no further action.

In order to obtain more data for the critical period from June to December, we have arranged with Elliot Parker to increase the frequency of sampling of wells 8 and 9 to twice a month. By the first part of 1977 there should be enough information available to determine the capability of the wells.

We recommend that plans for theexpansion of Cabin Creek Safety Rest Area be deferred until after the well capability has been determined.

JSH:dh
Enclosure

cc Jack Sollis /w/ encl.
Alfred Shirley /w/ encl.
C. G. Swenson /w/ encl.

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUN 29 1976
ROAD DESIGN SECTION

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Requires Approval
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FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 8311

June 22, 1976

Salem, Oregon

Jimmy S. Hansen

FROM: Jimmy S. Hansen
Sanitary and Water Supply Engineer

SUBJECT:

TO: Memorandum to the File

Cabin Creek Safety Rest Area
Pacific Highway
Douglas Co.
Water Supply Research

In trying to develop a master plan for the future of Cabin Creek Safety Rest Area, a two-year test program of the existing water supply wells has been in effect since May 29, 1975 (See J. H. Versteeg's May 29, 1975 letter to Alfred Shirley). This memo is an interim report on the progress of the testing program after one year has elapsed, and a proposed testing procedure for the next year.

Enclosed are graphs and supporting data that show how the chloride level for wells 8 and 9 and the rest area potable water have varied from the year 1970 to present. It was required as part of the testing procedure that wells 8 and 9 be checked for chloride once a month, which is being done. The other test requirement was to cut the flow rate of well 8 back from 35 gpm to 20 gpm which was done in June, 1975.

Other supporting information necessary to evaluate the system is the daily volume pumped and all previous chloride readings, both of which are enclosed with this report. As background information the December 14, 1972 State Engineer's Administrative Order (in the matter of water right application numbered G-5250 in the name of Kathleen G. Morris and a protest by the OSHD against approval of the said application) states that in February, 1970 the OSHD started using wells 8 and 9 exclusively for the water supply for the rest area. The record also states that the pumping of the Morris well began in July, 1970 and that it was pumped at about 80-100 gpm, four hours per day for the irrigation seasons of 1970 and 1971. Presumably, the Morris well was also being pumped regularly during the irrigation season of 1972 before the Administrative Order was issued. The Order stated that the Kathleen G. Morris well be permanently abandoned before June 1, 1973, or if it is to be used for stock or domestic purposes that it be sealed and plugged of lower salt water aquifers. Apparently Kathleen G. Morris has not yet complied with the Order, as the watermaster has had a lock on the pump control panel since June 10, 1975. We can be fairly certain that the Morris well pump has not operated during this past year of testing because of the locked well pump panel. On April 17, 1973, the OSHD complied with its portion of the Order by plugging and sealing well 8 of all salt water aquifers.

NOTED
R. W. ELLISON

NOTED
W. J. [illegible]

It is readily apparent from the graphs that during the last year (in particular the summer and fall of 1975) the chloride level has improved considerably, although the level did exceed the Public Health limitation of 250 mg/liter chloride by about 10% (280 mg/liter). This improvement could be due to several factors, but the obvious one is the elimination of the pumping of the Morris well. Another thing that is obvious from the graphs is that well 8 has improved much more than well 9. The chloride levels for the two wells were almost identical for 1975; whereas the previous years show the chloride level of well 8 about 300% more than well 9 fairly regularly. This improvement was probably due to the following two factors, sealing of the bottom portion of well 8 and choking of this well to 20 gpm. Sealing well 8 of all salt water aquifers in April, 1973, showed some improvement during that year but since there were no chloride samples taken in 1974, it is difficult to tell how much. When well 8 was throttled back to 20 gpm in June, 1975, there seemed to be a much greater improvement.

It is still obvious that the chloride level rises significantly during the later summer and fall seasons, and that the increase corresponds very closely to the increase of the rest area water usage rate. It also seems to correspond to the static water level of the wells. We have plugged a portion of well 8 to keep the salt water aquifers isolated from our wells, but it is obvious that we are still getting salt water from somewhere. I doubt that the elimination of the salt water problem is as simple as plugging and sealing the wells from more salt water aquifers, but it could be. Our pumping could be affecting the Morris well enough that its unplugged salt water aquifers are contaminating the fresh water aquifer.

There are still lots of questions to be answered and perhaps some answers lie in the next six months of testing. It is obvious that the critical period is from July through December, and for this reason I have had Elliott Parker start taking chloride samples from the wells twice a month during this period. Static water levels of wells 8 and 9 should also be taken twice a month. Daily recording of the rest area water usage should still be made at the chlorination building and both toilet buildings.

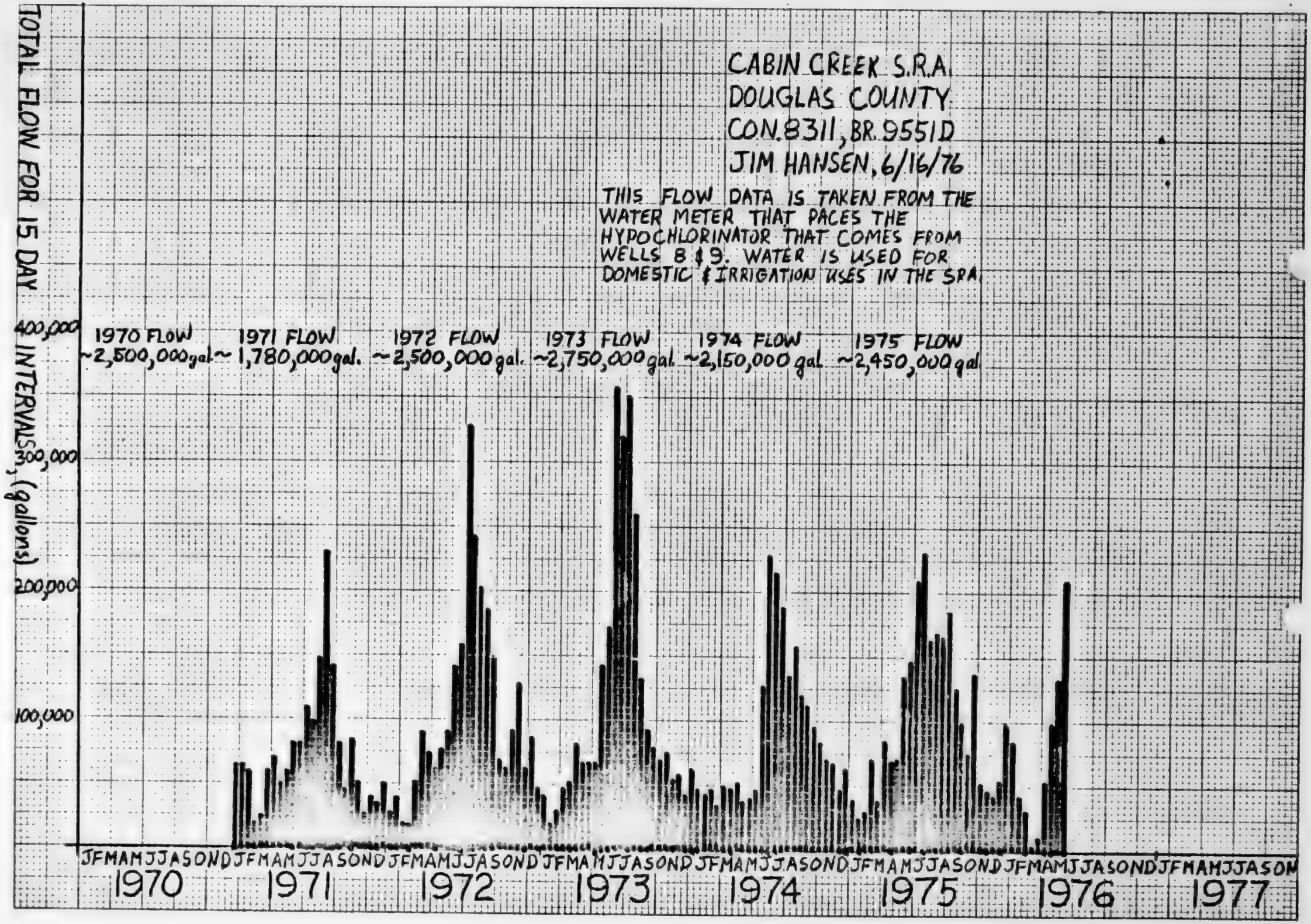
JSH/ag
Encls.
cc Elliott Parker w/graph enclosures
Wm. P. Milne w/graph enclosures
Tom Savage w/graph enclosures
Wm. Bartholomew w/graph enclosures

NO. 340R-10½ DIETZGEN GRAPH PAPER
10 X 10 PER HALF INCH

EUGENE DIETZGEN CO.
MADE IN U. S. A.

CABIN CREEK S.R.A.
DOUGLAS COUNTY
CON.8311, BR.9551D
JIM HANSEN, 6/16/76

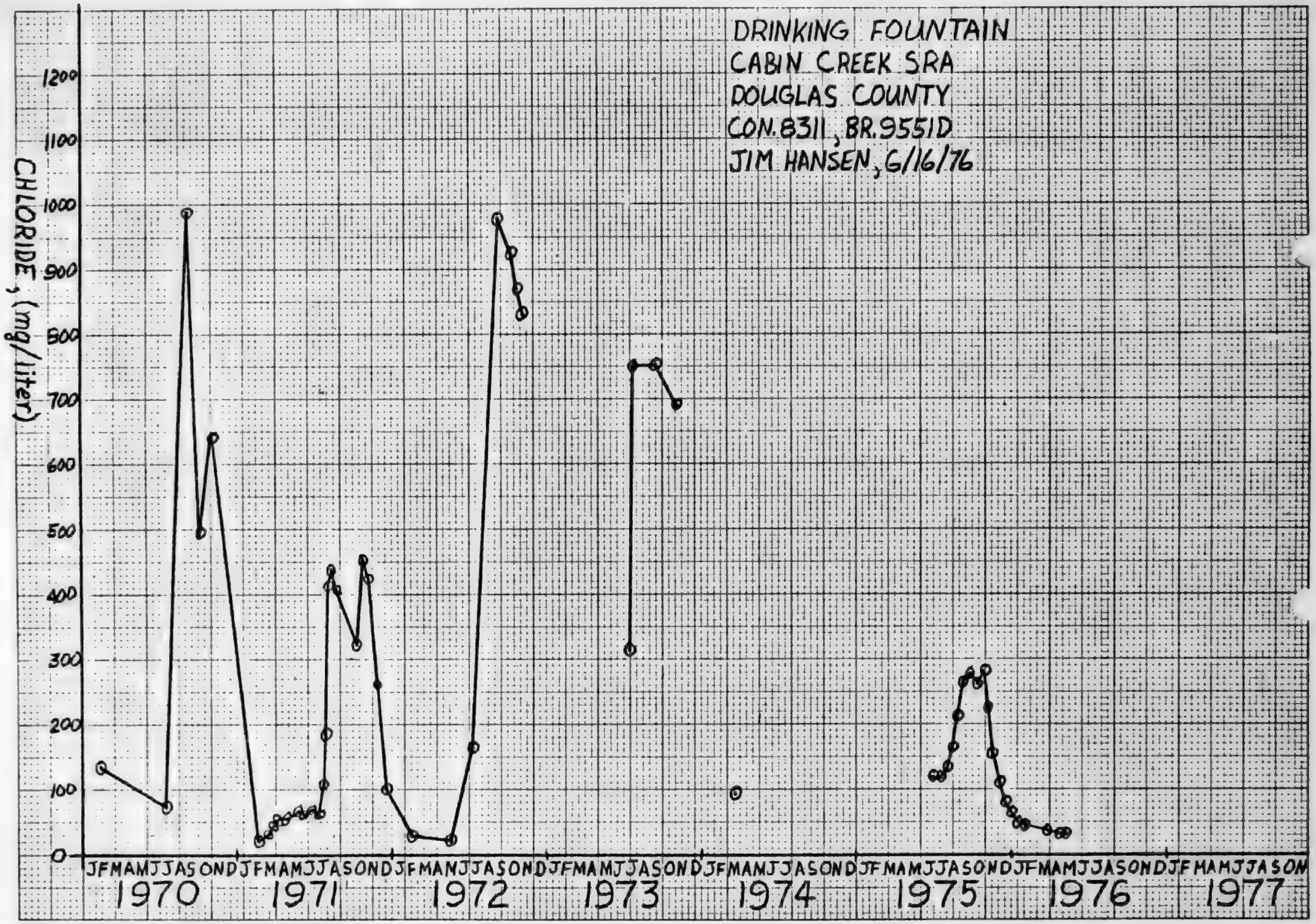
THIS FLOW DATA IS TAKEN FROM THE WATER METER THAT PACES THE HYPOCHLORINATOR THAT COMES FROM WELLS 8 & 9. WATER IS USED FOR DOMESTIC & IRRIGATION USES IN THE SRA



NO. 340N-10½ DIETZGEN GRAPH PAPER
10 X 10 PER HALF INCH

EUGENE DIETZGEN CO.
MADE IN U. S. A.

DRINKING FOUNTAIN
CABIN CREEK SRA
DOUGLAS COUNTY
CON.8311, BR.9551D
JIM HANSEN, 6/16/76



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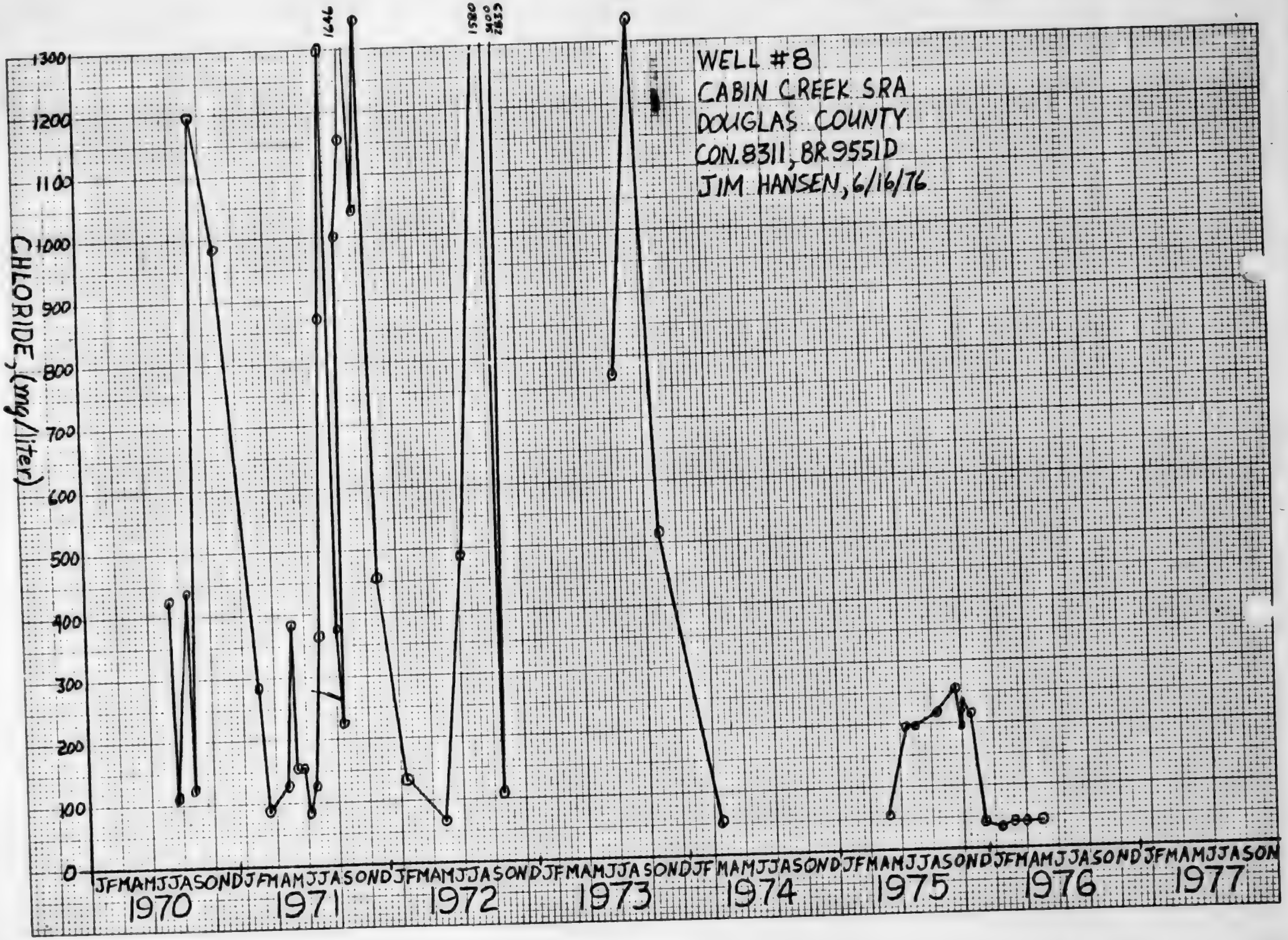

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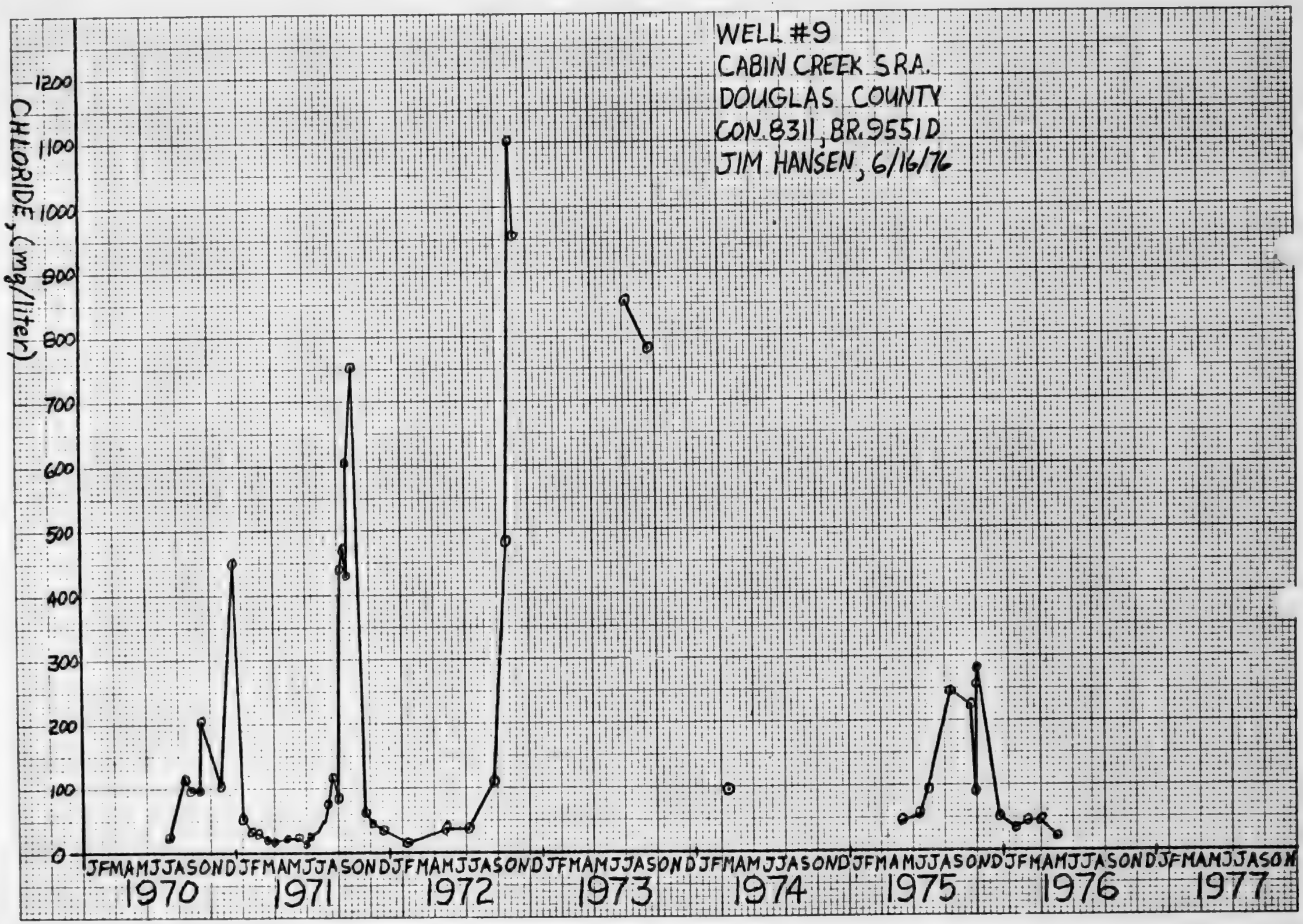

#8311

May 4, 1976

Mr. James E. Sexson
Director
Water Resources Department
1178 Chemeketa Street NE
Salem, OR 97310

Re: State Engineer's Order December 12, 1972
regarding Kathleen G. Morris Appl. G-5250

Dear Mr. Sexson:

On November 20, 1975, I wrote to you regarding the above matter and you responded by letter dated March 15, 1976. I have again reviewed the entire file and feel our position is weak because of the extraordinary lapse of time from the date of the order to the present.

This matter has suffered from indecision and inaction at both the State level and our office and its too late to now attempt to rectify the situation by judicial enforcement. Mrs. Morris, as you know, refuses to voluntarily comply. My suggestion is that your office reinitiate administrative proceedings against Mrs. Morris and obtain a "fresh" order. There would then be no hesitancy on the part of this office to enforce such an order.

I have enjoyed working with John Youngquist on this matter as he has been most cooperative and eager to assist. I will most receptive to assist your office should you decide to pursue this matter.

Yours truly,

William L. Lasswell
District Attorney

Paul Nolte
County Counsel

WLL/PN;caj

RECEIVED
JUN 2? 1976
BRIDGE SECTION

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8311

APPLYING TO CONTRACT PROJECTS

Order No. 5

Section CAbin Creek Safety Rest Area Date April 20, 19 76

Highway Pacific I-5 F.A.P. No. I-5-3(105) 145

County Douglas Prefix 610-1060 Account No. 279-05

Description of Work To Be Done:

Install additional wall mounts for toilet partitions in toilet buildings and change anchoring system on existing mounts. Revise partition hinges for satisfactory operation.

Location by Station Numbers:

Existing toilet buildings in NB and SB rest areas.

Estimate of Quantities and Costs:

Labor: 64 hours @$5.08	$434.00
Materials	$ 50.00
Equipment: ½ ton 72-145 32 hours @ $1.125	$ 36.00
Total	$520.00

Explanation:

Mounting system supplied under contract specifications does not secure partitions to concrete block walls adequately to withstand public usage. Hinge assemblies supplied under contract provisions became inoperative in the first week of use.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	
Present estimate of project cost, including $520.00 for work under this order	$164,764.55 / $176,093.30
Expected under-run / over-run (amount)	$11,328.75
Expected under-run / over-run (per cent)	6.9%

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: [signature] Construction Engineer

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OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 18, 1976

TO Oregon ~~State Highway~~ Transportation Commission

FROM ORIGINAL SIGNED BY F. B. KLABOE
F. B. Klaboe
State Highway Engineer

AGENDA
MAR 3 0 1976
4b-1

SUBJECT **Cabin Creek Safety Rest Area**
Contract No. 8311
Request for Increase in Project Authorization

An overrun of 8.2 percent, or $13,808.75 is now expected on this project in Douglas County. Kelly F. White Company is the contractor and the project is now about 60 percent completed.

The project covers the installation of some 4.24 miles of sewer line plus two pumping stations to connect the rest area sewer system to the City of Oakland system and some modification of two existing buildings. Over half of the overrun amount is covered by one unanticipated item. This is the $7,660 hookup charge to the city system, which is covered by an agreement with the City but was not included in the project funding. Revisions to toilet building entrances to comply with the latest requirements to accommodate the handicapped cost an additional $6,286.80. This is an Interstate project and the added items are all participating.

Your approval of an increase in the project authorization of $13,808.75 to a new total authorization of $178,573.30 is requested. This matter will be on the agenda for your consideration at the March 30 meeting.

bc: C. W. Head
G. M. Baldwin
E. S. Hunter (w/att.)
H. S. Coulter
C. T. Keasey
V. E. Skoog
Alfred Shirley
George Bell

JAB:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 16, 1976

FILE: CON 5 #8311

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Cabin Creek Safety Rest Area
Contract No. 8311
Request for Increase in
Project Authorization

Herewith form E-372 showing an expected overrun of 8.2 percent, or $13,808.75 on this project. Kelly F. White Company is the contractor and the project is now about 60 percent completed.

The project covers the installation of some 4.24 miles of 3 and 4 inch sewer line plus 2 pumping stations to connect the rest area sewer system to the City of Oakland system and some modification of 2 existing buildings. Over half of the overrun amount is covered by one unanticipated item. This is the $7,660 hookup charge to the city system, which is covered by a State Force Order and a city agreement, but was not anticipated in the project funding. Another price agreement order cost an additional $6,286.80 for revisions to toilet building entrances to comply with latest requirements to accommodate handicapped. We added a $3,000 item to the form here to provide an approximate 4-1/2 percent contingency allowance on the unfinished work. This is an Interstate project and the added items are all participating.

The amendment type price agreements in the project so far are very minor, amounting to only a little over 1 percent of the contract amount, so we do not have to submit this to the Public Contract Review Board.

A rough draft letter to the Transportation Commission is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
MAR 17 1976
Office of
Assistant State Highway Engineer

3311

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 9, 1976

In reply refer to: 1041EC

NOTED
E. S. HUNTER

SUBJECT: Project No. I-5-3(105)145
State-City of Oakland Agreement
Sanitary Sewer Services for Cabin Creek
Safety Rest Area

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Since the subject agreement is between the City of Oakland and the State, Federal Highway Administration's formal approval is not required.

Federal Highway Administration's participation in the costs incurred as a result of this agreement will be in accordance with usual Federal-aid policies.

for G. L. Green

RECEIVED
STATE HWY ENGR
FEB 11 '76
REFER TO
Loc Nav & cy Public
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8311

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTER-OFFICE MEMO

TO: Jack Sollis

DATE: February 5, 1976

FROM: C. W. Head
Commission Services

SUBJECT:

Attached are xerox copies of letters and attachments received from R. A. Hatch Co., formerly Kelly F. White Company, requesting that the name be changed on their Contract No. 8311, Cabin Creek Safety Rest Area Section, Douglas County.

As you will note they have listed four contracts on which they are sub-contractors. Can this be done with their letter of request and attached Corporate Articles of Amendment reflecting the name change? It seems like the surety would have to get into the act, too. Right? Please advise.

Yes

CWH:rw

Attachments

should have letter from Surety on a new preformance bond in new name.

RECEIVED
FEB 5 1976
LEGAL

(YES)
2-5-76

2/5/76 - Tel - Jacks copy to Richard Hatch. he will ask the Surety to send us a letter —
C.H.

81-125-1367

KELLY F. WHITE COMPANY
General Contractors
POST OFFICE BOX 201 • BEND, OREGON 97701 • (503) 382-8418

February 3, 1976

Mr. Cecil Head
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Head:

Forwarded to you under separate cover on this date were details of our Corporate name change.

The following are active contracts on which we are now working. The records of these contracts should be changed to reflect our new name, R. A. Hatch Co.

PRIME CONTRACTOR:

Contract No. 8311 - Cabin Creek Safety Rest Area
Douglas County

SUB-CONTRACTOR:

Contract No. 8187 - McKenzie River-Willamette River
Section - Lane County

Contract No. 8224 - Irrigon Jct.-Wash. State Line
Section-Columbia River Highway,
Morrow & Umatilla Counties

Contract No. 8190 - Glendale Jct.-N. Wolf Creek Intchge.-
Pacific Highway, Douglas & Josephine Cos.

Contract No. 8199 - Wolf Creek Intchge.-Sunnyvalley Intchge.-
Pacific Highway - Josephine County

Very truly yours,
KELLY F. WHITE CO.
now
R. A. HATCH CO.

Richard N. Hatch,
Controller

RNH/jkn

RECEIVED
FEB 4 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

KELLY F. WHITE COMPANY

General Contractors

POST OFFICE BOX 201 • BEND, OREGON 97701 • (503) 382-8418

February 3, 1976

Mr. Cecil Head
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Head:

As of February 1, 1976, Kelly F. White Company is changing it's Corporate name to R. A. Hatch Co. All other aspects of the corporation remain unchanged.

Enclosed herewith is a copy of the Corporate Articles of Amendment reflecting this change. We would appreciate all records of the Oregon State Highway Division changed to reflect our new name.

Very truly yours,

KELLY F. WHITE CO.
now
R. A. HATCH CO.

Richard N. Hatch,
Controller

RNH/jkn
Encl.

RECEIVED
FEB 4 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

12b-B Articles of Amendment—Gain
7-71 Submit in duplicate

Articles of Amendment

of

KELLY F. WHITE COMPANY
(Present (not new) Corporate Name)

Pursuant to ORS 57.360(1), a majority of the shareholders of the corporation entitled to vote thereon adopt the following Articles of Amendment:

1. The name of the corporation prior to this amendment is:

KELLY F. WHITE COMPANY

2. The following amendment of the Articles of Incorporation was adopted by the shareholders on January 31, 1976:

(The article or articles being amended should be set forth in full as they will be amended to read.)

Article I of the Articles of Incorporation of Kelly F. White Company shall be amended to read as follows:

"ARTICLE I. The name of this corporation is R. A. HATCH CO."

RECEIVED

Form 81-734-1108

1-P

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8311

APPLYING TO CONTRACT PROJECTS

Order No. 2

Section Cabin Creek Safety Rest Area Date January 23, 1976

Highway Pacific

County Douglas F.A.P. No. I-5-3(105)145

Prefix 610 1060 Account No. 282-02

Description of Work To Be Done:

Pay to City of Oakland a connection fee for connedting 3-inch pressure line into City Sewer Treatment System.

APPROVED EFFECTIVE DATE 2/6/76
Contingent upon modification of project agreement if additional funds are required.
BY G. K. Hansen
TITLE Dist. Engineer
DATE 3/15/76
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

S.E.W. 231 + 65

Estimate of Quantities and Costs:

Connection Fee Lump Sum $7,660.00

See attached copy of agreement between the State of Oregon and the City of Oakland.

Explanation:

This fee is part of the agreement with the City of Oakland. The contract authorization does not include this item.

INSTRUCTIONS

Submit a separate order for each piece of kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization
Present estimate of project cost, including $7,660.00 for work under this order $

Expected under-run / over-run (amount) $

Expected under-run / over-run (per cent)

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Regional Engineer
2-19-76

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: Construction Engineer

Form A-109 (Rev. 8-72)

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8311

APPLYING TO CONTRACT PROJECTS

Order No. 1

Section Cabin Creek Safety Rest Area Date December 18, 1975

Highway Pacific F.A.P. No. I-5-3(105)145

County Douglas Prefix 610-1060 Account No. 210-1

Description of Work To Be Done:

Purchase "Tone Wire" for installation in trench with sewer line adjacent to County Roads.

APPROVED EFFECTIVE DATE 12/15/75
Contingent upon modification of project agreement if additional funds are required. 12/15/75
BY [signature]
TITLE ~~Engineering~~ Coordinator
DATE 1/12/76
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

S. B. W. 14 + 50 to 80 + 00

Estimate of Quantities and Costs:

6500 feet #16 THHN Stranded copper wire @ $ 19.61/1000 feet = $ 127.47

Explanation: Per agreement between "State of Oregon" and "Douglas County" dated December 12 1960, Douglas County has jurisdiction over this area. The tone wire is to comply with Douglas County Ordinance for Utilities installation and Maintenance as revised February 20, 1975.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 164,764.55
Present estimate of project cost, including $ 127.47 for work under this order	$ 164,764.55
Expected under-run / over-run (amount)	$ -0-
Expected under-run / over-run (per cent)	-0-

Space to right of this line is for use of Salem Office

Submitted by: Curtis H. Duval — Resident Engineer

Approval Recommended: [signature] — Regional Engineer

Approval Recommended: For. [signature] — Construction Engineer / Bridge Engin.

Approved: [signature] — Construction Engin.

SP

DEPARTMENT OF TRANSPORTATION

Adele Egan
Right of Way Branch

December 3, 1973

C. W. Reed
Commission Services

City of Oakland Agreement

MISC. CONTRACTS and
AGREEMENTS No. 5513

Attached are two copies (one fully executed and one conformed) of an agreement with the City of Oakland providing sanitary sewer services at the Cabin Creek Safety Rest Area on the Pacific Highway in Douglas County.

It is my understanding that you will transmit a copy to the City of Oakland. We have retained the original for the Transportation Commission's files.

er
Att.

#8311

File Br. 9551D

I-5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 27, 1975

Mr. Wm. S. Bartholomew
Ground Water Division
State Engineer
1178 Chemeketa St. NE
Salem, OR 97310

Dear Sir:

Water Supply
Cabin Creek SRA
Douglas Co.

This letter is to inform you about our intentions as to the water wells at Cabin Creek SRA on I-5 in Douglas County.

The present wells (#8 and #9) supply all the water for the rest areas. We have no plans to supplement this supply at the present time. We are restricting our irrigation use to stay within the capacities of the wells to produce low chloride potable water.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

GJB/ag

cc J. H. Versteeg
R. Olson
A. Shirley
G. Hossner, FHWA

/ Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
OCT 28 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return
Bring Up
Other

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-3(105)145
Cabin Creek Safety Rest Area
Location/Design Approval

DATE: September 23, 1975

In reply refer to: 1041EC.3

FROM : G. L. Green, Division Administrator

No Hearing required

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Based on the subject report furnished in Mr. Rulien's September 4 letter, I hereby grant location/design approval for the subject project.

G. L. Green

cc:
OSHD (Rulien)

RECEIVED
STATE HWY ENGR
SEP 25 '75
REFER TO
Orig + Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

PRO 6-1

September 4, 1975

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM E. S. Hunter
Deputy State Highway Engineer

SUBJECT Location/Design Approval
Project No. I-5-3(-)145
Cabin Creek Safety Rest Area Expansion
Pacific Highway, I-5
Douglas County

We request your approval of the location/design as set forth hereinafter and in the enclosed study report for the subject project.

Location/Design:

a. The location is the existing northbound and southbound units of the Cabin Creek Safety Rest Area.

b. The proposed design for the expansion of the safety rest area consists of:

(1) Enlarging parking areas to accommodate 28 cars and 12 trucks in the northbound unit and 27 cars and 11 trucks in the southbound unit.

(2) Adding two type 8 toilet buildings in each unit.

(3) Adding one 6,000-gallon septic tank to sewer system, a sewer pumping facility and connection to the City of Oakland sewage disposal system for sewage treatment.

(4) Adding irrigation systems with pumping facilities.

(5) Providing additional features common to this type of motorist service, e.g., lighting, landscaping, picnic facilities, etc.

Original construction of the existing facilities for this rest area was authorized October 11, 1965. According to the criteria set forth in FHPM 7-6-3, paragraph 5h(2), the expansion of the facilities for this rest area is based on projected 1985 traffic, which is 20 years from the basic FAI construction authorization.

Additional location/design details are contained in the enclosed study report which consists of the following documents:

1 copy Expansion Study Report (Landscape Unit)

1 copy Traffic Section Report, May 1, 1975

1 copy Design Guide for Interstate Safety Rest Area (Cabin Creek), May 28, 1971

1 copy Preliminary Development Plans for Northbound and Southbound Units

The Highway Division has considered the enclosed study report, as well as the social, economic and environmental effects and has concluded that the location/design as set forth hereinabove is suitable for the proposed project.

A public hearing is not required under the provisions of paragraph 6c of FHPM 7-7-5.

FHWA concurred on January 6, 1975 that this is a nonmajor action project

Enclosed is one copy each of State Clearinghouse and District 6 Clearinghouse A-95 review letters of approval dated June 23, 1971 and June 18, 1971, respectively.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by FHPM 7-7-5. A copy of the request to the news media for publication is enclosed.

JG:vld

Enclosures

cc: F. B. Klabee
L. W. Rulien
Victor Wolfe
J. H. Verstoep
Geo. Hopkins
D. E. Swan
B. L. Gifford
Alfred Shirley (Reg. 3)

AREA

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A11

Highway

CABIN CREEK SAFETY REST AREA
Expansion
Study Report

The Safety Rest Area is located on the Pacific Highway I-5 in Douglas County. It consists of two units, Northbound and Southbound. The location is approximately 18 miles north of Roseburg.

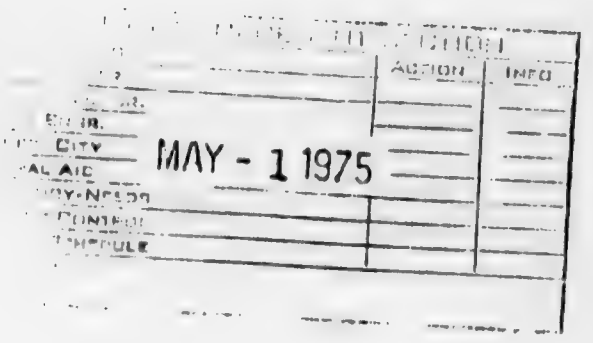
Expansion of the Rest Area is based on ADT projected to the year 1985, which is 17940. The expansion will provide for:

Northbound, 28 cars and 12 trucks

Southbound, 27 cars and 11 trucks

It is proposed to connect to the City of Oakland sewage disposal plant to take care of the effluent from the septic tanks.

No additional property is required for the expansion. All improvements will lie within the Rest Area bounderies and Highway right-of-way.



DESIGN GUIDE FOR INTERSTATE SAFETY REST AREAS

NAME OF REST AREA Cabin Creek (Expansion) S.B. 142.54

HIGHWAY Pacific M.P. _____ COUNTY Douglas DATE May 28, 1971

I Traffic Data

A = 20 year ADT

19 85 = 13,800 x 1.30 (Seasonal factor) = 17,940

B = Peak hour directional traffic = A 17,940 x K 0.135 x D 0.6 = 1,453

Where K = Ratio of design hourly volume to ADT (0.135)

D - Directional distribution of design hourly volume (0.6)

C = Vehicles stopping peak hour = B 1,453 x .065 = 94

The percentage of vehicles stopping in rest areas varies from about 5 percent to about 13 percent, depending upon location. For example,

1) Near commercial or recreational facilities, C = B x 0.05
2) Typical rural area, C = B x 0.09
3) In an isolated area, with no nearby commercial or recreational facilities, C = B x 0.13

II Parking Requirements

		Proposed S.B.	Proposed N.B.
M = Total parking spaces = C x 0.5 =	47	44	47
N = Car parking spaces = M x 0. =	32	28	31
O = Truck parking spaces = M - N =	15	16	16

III Comfort Facilities

P = Persons/hour using facilities = C x 2.25= 212

The factor 2.25 is derived by multiplying the average vehicle occupancy (3.0) by the ratio of persons using comfort facilities (0.75)

Q = Number of persons using men's facility = P x 0.5 = 106

R = Number of persons using women's facility = P x 0.5 = 106

The required facilities may be determined by entering the value for persons/hour into the following table:

Existing Type "6"

Persons/hour using rest room during design hours (Q)	Number of facilities - men's room: Urinals	Toilets	Wash basins	Hand dryers: Paper towels	or Air dryers
0-105	2	2	2	2	2
105-225	3	3	4	3	4
225-315	4	4	5	4	6
315-375	5	4	5	4	7
375-435	7	4	5	5	7
435-500	9	5	7	5	8

Persons/hour using rest room during design hours (R)	Number of facilities - women's room: Toilets	Wash basins	Hand dryers: Paper towels	or Air dryers
0-105	4	3	2	2
105-225	6	4	3	4
225-315	9	6	4	6
315-375	10	6	4	7
375-435	12	8	5	7
435-500	14	8	5	8

Use Type "8" For Expansion

IV Other Facilities

S = Picnic tables (includes shelters w/tables) = M x .4 = 19

(Factor of .3 to .5 may be used where local conditions so dictate)

T = Litter receptacles = M x .3 = 14

(Factor of .2 to .4 may be used where local conditions so dictate)

U = Drinking fountains = M x .1 = 5

CAST 1 CREEK	SANDY RIVER	
	HIGHWAY	
	26 (US) AS COUNTY	
HG ROAD DIV. NO.	STATE	PROJECT NUMBER
10	OREGON	

Preliminary Plan

PLANT LIST

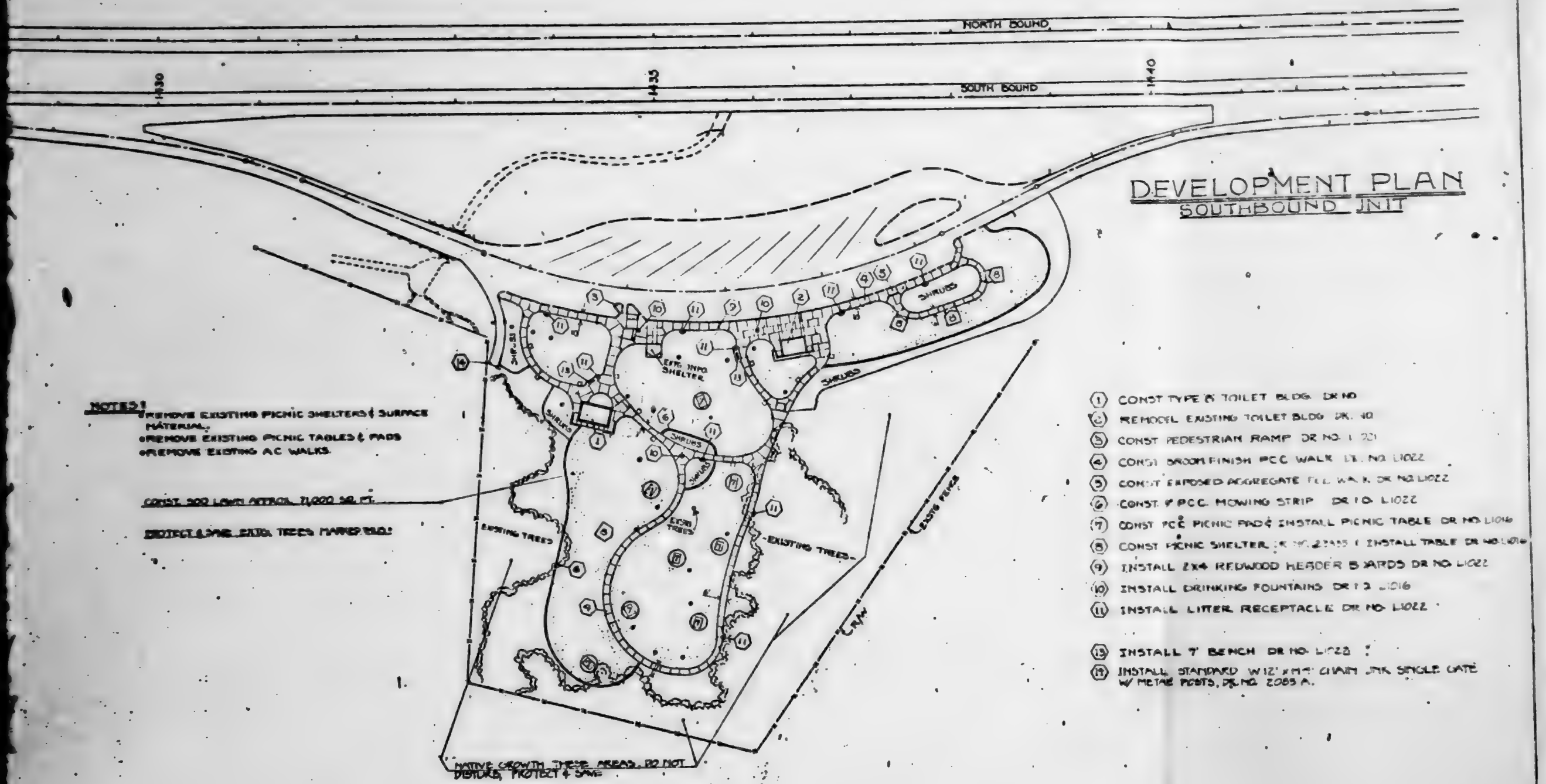
BOTANICAL NAME	COMMON NAME	GRADE CLASS	SIZE & DESCRIPTION	SPACING	TOTAL
TREES:					
CORNUS NUTTALI	PACIFIC DOGWOOD	1.1.3.4	[illegible]	[illegible]	[illegible]
QUERCUS PALUSTRIS	PIN OAK	1.1.3.1	[illegible]		[illegible]
SHRUBS					
CEANOTHUS PROSTRATUS	SQUAWCARPET CEANOTHUS	4.1.3.1	[illegible]	[illegible]	[illegible]
CYTISUS PRAECOX 'HOLLANDIA'	HOLLANDIA WARMINISTER BROOM	4.1.3.3	[illegible]	[illegible]	[illegible]
FORSYTHIA INTERMEDIA 'SPRING GLORY'	SPRING GLORY BORDER FORSYTHIA	[illegible]	[illegible]	[illegible]	[illegible]
JUNIPERUS CHINENSIS 'PFITZER'	PFITZER CHINESE JUNIPER	3.1.2.2	[illegible]	[illegible]	[illegible]
JUNIPERUS VIRGINIANA 'KETELEER'	KETELEER EASTERN REDCEDAR	3.1.2.5	[illegible]	[illegible]	[illegible]
MAHONIA AQUIFOLIUM	OREGON GRAPE	4.1.3.4	[illegible]	[illegible]	[illegible]
NANDINA DOMESTICA	NANDINA	4.1.3.4	[illegible]	[illegible]	[illegible]
PHOTINA GLABRA 'FRAZER'	FRAZER JAPANESE PHOTINIA	4.1.3.4	[illegible]	[illegible]	[illegible]
PINUS MUGO MUGHUS	MUGHO SWISSMOUNTAIN PINE	3.1.2.1	[illegible]	[illegible]	[illegible]
POTENTILLA FRUTICOSA 'GOLD DROP'	GOLD DROP BUSH CINQUEFOIL	3.1.3.2	[illegible]	[illegible]	[illegible]
SYRINGA VULGARIS	COMMON LILAC	2.1.3.3	[illegible]	[illegible]	[illegible]
VIBURNUM DAVIDI	DAVID VIBURNUM	4.1.3.2	[illegible]	[illegible]	[illegible]

CABIN CREEK SAFETY REST AREA
PACIFIC HIGHWAY
DOUGLAS COUNTY

NO. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			

SCALE IN FEET
0 50 100 150 200 250

DEVELOPMENT PLAN
SOUTHBOUND UNIT



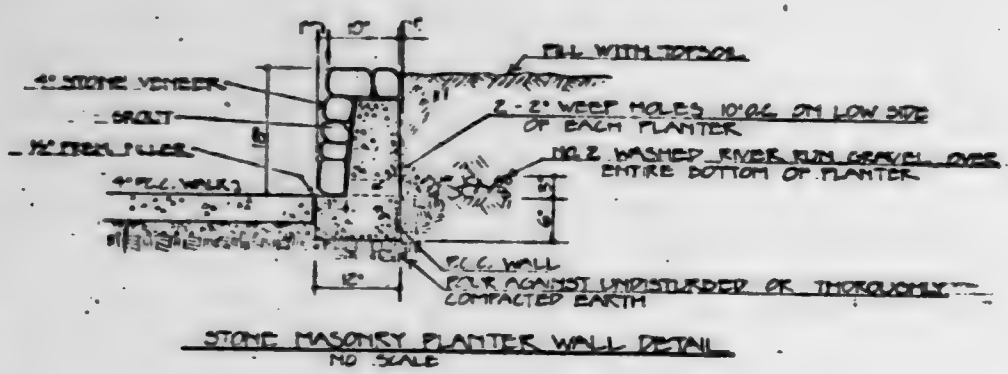
NOTES:
- REMOVE EXISTING PICNIC SHELTERS & SURFACE MATERIAL.
- REMOVE EXISTING PICNIC TABLES & PADS
- REMOVE EXISTING A.C. WALKS.

CONST. 300 LINEAL APPROX. 11,000 SQ. FT.

PROTECT & SAVE EXIST. TREES MARKED THUS:

(1) CONST TYPE B TOILET BLDG. DR NO
(2) REMODEL EXISTING TOILET BLDG DR. NO
(3) CONST PEDESTRIAN RAMP DR NO. L 221
(4) CONST BROOM FINISH PCC WALK DR. NO. L1022
(5) CONST EXPOSED AGGREGATE PCC WALK DR NO L1022
(6) CONST 4" PCC MOWING STRIP DR NO. L1022
(7) CONST PCC PICNIC PAD & INSTALL PICNIC TABLE DR NO L1016
(8) CONST PICNIC SHELTER DR NO. 23955 & INSTALL TABLE DR NO L1016
(9) INSTALL 2X4 REDWOOD HEADER BOARDS DR NO L1022
(10) INSTALL DRINKING FOUNTAINS DR NO L1016
(11) INSTALL LITTER RECEPTACLE DR NO L1022

(13) INSTALL 7' BENCH DR NO L1022
(12) INSTALL STANDARD W12' x H4' CHAIN LINK SINGLE GATE W/ METAL POSTS, DR NO. 2085 A.



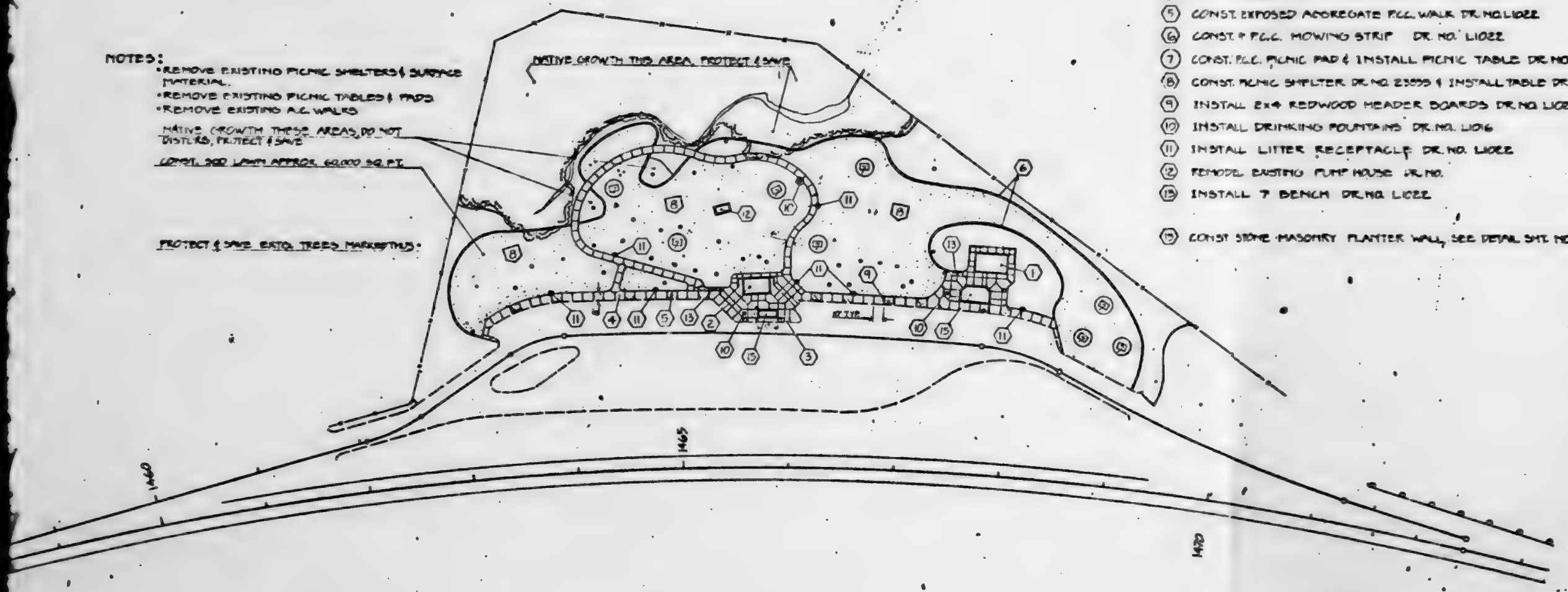
STONE MASONRY PLANTER WALL DETAIL
NO SCALE

NOTES:
- REMOVE EXISTING PICNIC SHELTERS & SURFACE MATERIAL.
- REMOVE EXISTING PICNIC TABLES & PADS
- REMOVE EXISTING A.C. WALKS

NATIVE GROWTH THESE AREAS, DO NOT DISTURB, PROTECT & SAVE

CONST. 3400 LAWN APPROX. 60,000 SQ. FT.

PROTECT & SAVE EXIST. TREES MARKED THUS •



CABIN CREEK SAFETY REST AREA
PACIFIC HIGHWAY
DOUGLAS COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			

SCALE IN FEET
0 50 100 150 200 250

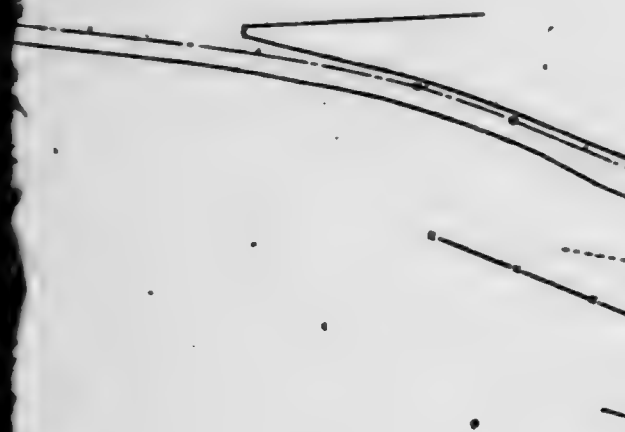
DEVELOPMENT PLAN
NORTHBOUND UNIT

1. CONST. TYPE 'B' TOILET BLDG. DR. NO.
2. REMODEL EXISTING TOILET BLDG. DR. NO.
3. CONST. PEDESTRIAN RAMP DR. NO. L1061
4. CONST. BROOM FINISH P.C.C. WALK DR. NO. L1062
5. CONST. EXPOSED AGGREGATE P.C.C. WALK DR. NO. L1062
6. CONST. 4" P.C.C. MOWING STRIP DR. NO. L1062
7. CONST. P.C.C. PICNIC PAD & INSTALL PICNIC TABLE DR. NO. L1016
8. CONST. PICNIC SHELTER DR. NO. 23595 & INSTALL TABLE DR. NO. L1616
9. INSTALL 2x4 REDWOOD HEADER BOARDS DR. NO. L1062
10. INSTALL DRINKING FOUNTAINS DR. NO. L1016
11. INSTALL LITTER RECEPTACLE DR. NO. L1062
12. REMODEL EXISTING PUMP HOUSE DR. NO.
13. INSTALL 7' BENCH DR. NO. L1062
15. CONST. STONE MASONRY PLANTER WALL, SEE DETAIL SHT. NO.

CABIN CREEK SAFETY REST AREA PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			

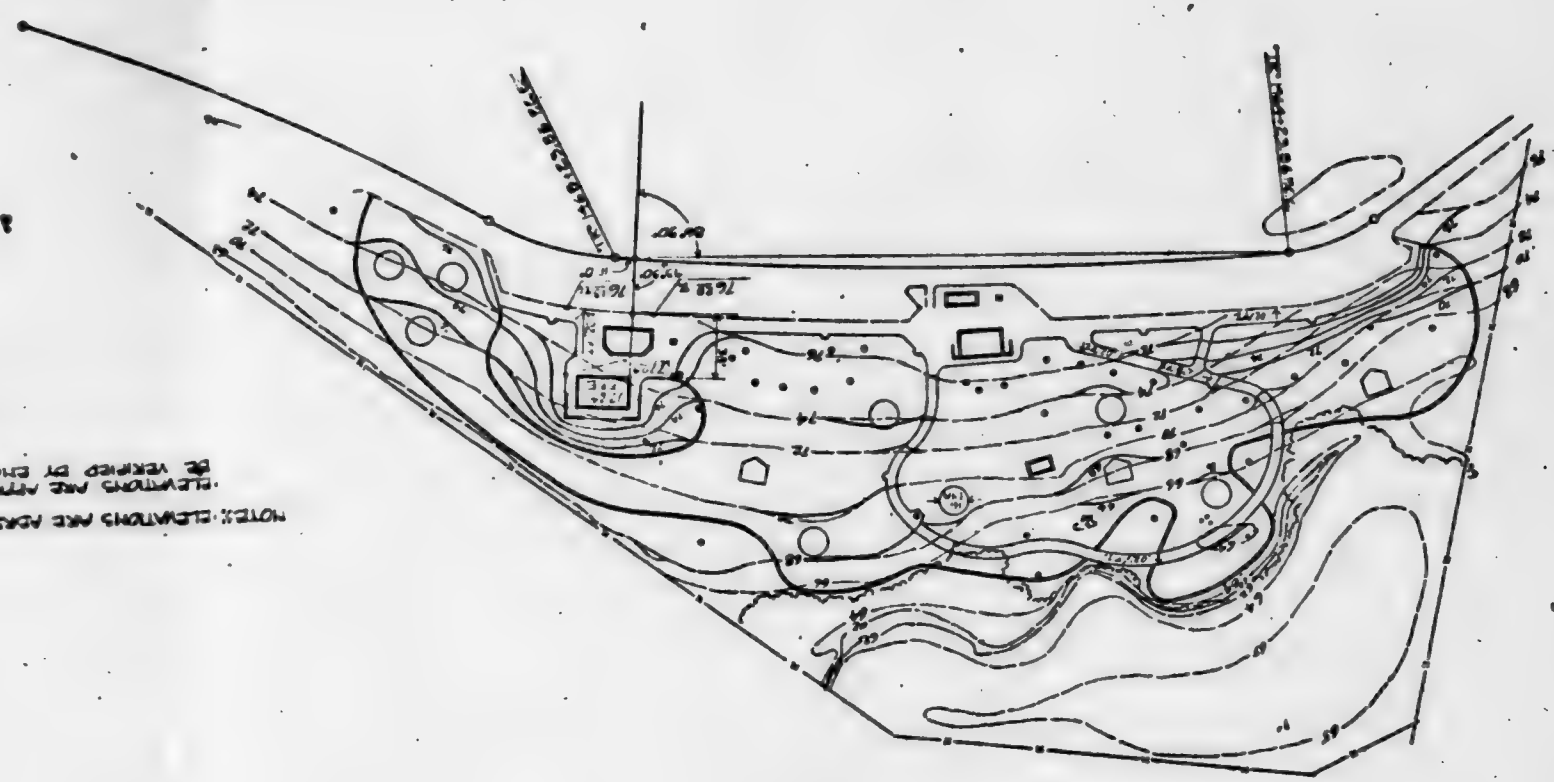
SCALE IN FEET
0 50 100 150 200 250

GRADING & STAKING PLAN
SOUTH BOUND UNIT



BENCH AREA DETAIL
NO SCALE

NOTES:
- SLOPE PAVING AWAY FROM BLDGS AT ¼" PER FOOT
- ALL WALKS TO HAVE A CROSS PITCH OF ¼" PER FOOT IN THE DIRECTION THAT PROVIDES POSITIVE DRAINAGE.
- BENCH CONNECTIONS TO PCC PAVING WILL BE LEVEL IN RELATION TO EACH OTHER.
- REDWOOD HEADER BOARDS SPACED MAX. 10' O.C. UNLESS OTHERWISE SHOWN (SEE DEVELOPMENT PLAN FOR SPACING & PATTERN)
- SAVE AND PROTECT EXISTING TREES
- INSTALL 3'-0" WALK IN BACK OF EXTR BLDGS (AS SHOWN ON PLAN)



NOTE: ELEVATIONS ARE ADJUSTED: 7% DENOTES 9%
"ELEVATIONS ARE APPROXIMATE ONLY AND ARE TO
BE VERIFIED BY ENGINEER

EXISTING CONTOURS ——— 88 ———

REVISED CONTOURS ——— 88 ———

GRADING & STAKING PLAN
NORTHBOUND UNIT

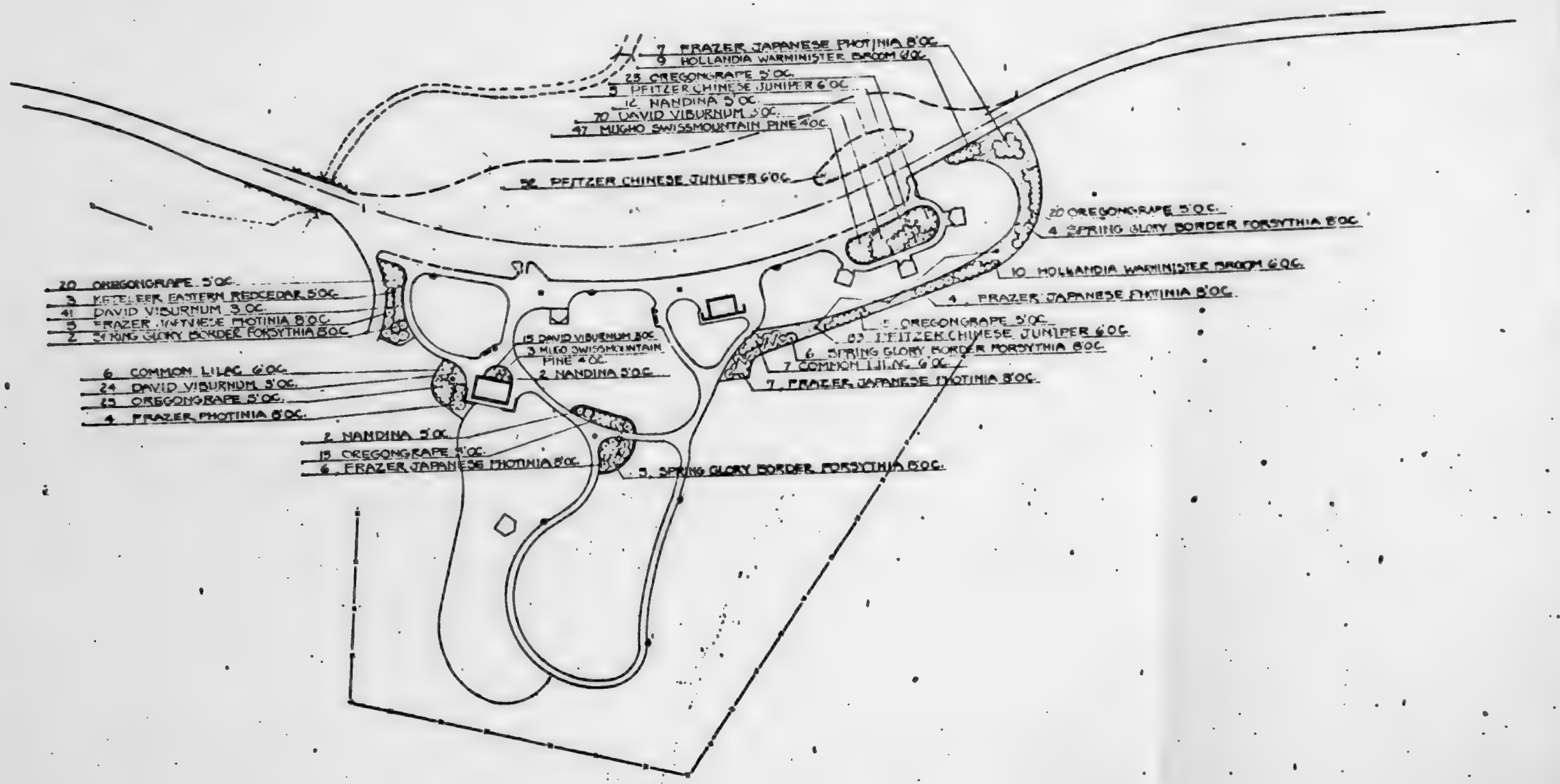
SCALE IN FEET
0 50 100 150 200 250

SHEET No.	CABIN CREEK SAFETY REST AREA PACIFIC HIGHWAY DOUGLAS COUNTY			
TOTAL SHEETS	REGION	PROJECT NUMBER	STATE	NO. ROAD No. MILE
			OREGON	10

CABIN CREEK SAFETY REST AREA PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET No.
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			

SCALE IN FEET
0 50 100 150 200 250

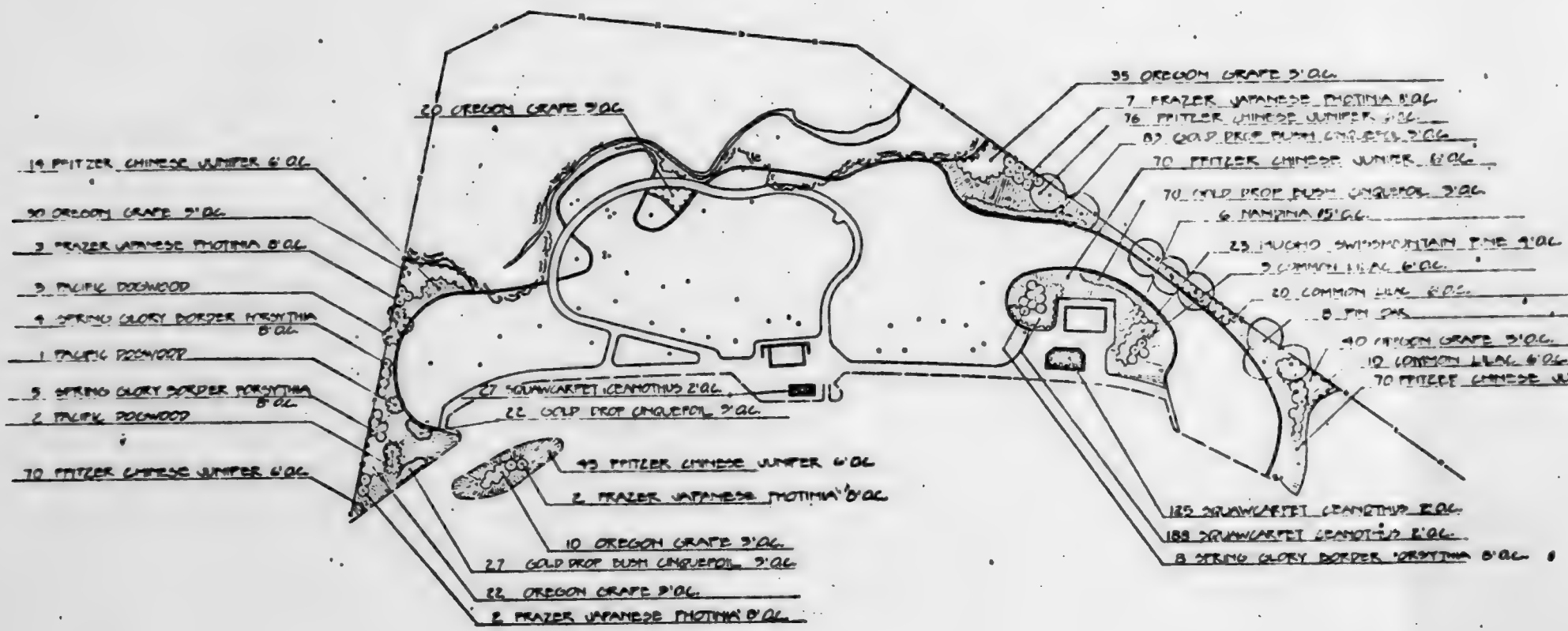
PLANTING PLAN
SOUTH BOUND UNIT



CABIN CREEK SAFETY REST AREA PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET NO.
FED ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			NO.

SCALE IN FEET
0 50 100 150 200 250

PLANTING PLAN
NORTHBOUND UNIT



EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

Cleighton Penwell
EDWARD G. WESTERDAHL
Director

June 23, 1971

R. L. Porter, State Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

Re: Cabin Creek Safety Rest Area
Clearinghouse #71.0238

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has officially completed the review of this program as required by Governor's Directive No. 01-270-02.

Your Notice of Intent was referred to the appropriate State agencies for review. All respondents indicated concurrence and approval.

June 30, 1971
R.E. Simpson, FHWA
F. L. Hall
D. H. Moehring
W. H. Tebeau
H. S. Cox
J. C. McCormick
C. T. Keasey

The reply from Department of Environmental Quality cautions:

"We concur and approve of the project #71.0238. All waste treatment disposal facilities must be reviewed and approved by the appropriate agency prior to the start of construction."

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

NOTED
R. N CHASE

Sincerely,

Cleighton Penwell

NOTED
TOM EDWARDS

cc: Umpqua Regional Council of Governments

RECEIVED
JUN 24 1971
PROGRAM & PLANNING
DIVISION

RECEIVED
JUN 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BEN GIFFORD

DOUGLAS
COUNTY

BOARD OF COMMISSIONERS
STANFORD BUELL RAY E. DOERNER AL FLEGEL

COURTHOUSE . . . ROSEBURG, OREGON 97470 TELEPHONE 503/672-3311

June 18, 1971

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: L. H. Young

Project: Cabin Creek Safety Rest
Area, Pacific Hwy., I-5, Douglas Co.

Gentlemen:

The Umpqua Regional Council of Governments sat in regular session on June 16th and reviewed and voted approval of the above described project.

Very truly yours,

J. E. Slattery
Executive Director
Umpqua Regional Council
of Governments

JES:rs

cc: June 22, 1971
R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
D. H. Moehring
W. H. Tebeau
H. S. Cox
B. L. Gifford
J. C. McCormick
C. T. Keasey

NOTED
R. N CHASE

RECEIVED
JUN 21 1971
PROGRAM & PLANNING
DIVISION

BEN GIFFORD

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 9-23-75

BY (Signature): L. W. Rulien's September 19, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

~~SUBSCOP~~ ITEM NOS. 838 THRU

~~STATE~~ ITEM NOS. THRU

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS **	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
838	I-5-3(105)145	0.0	218,000	201,000	Cabin Creek Safety Rest Area. Douglas County State of Oregon.	Sanitary Sewer, utility adjustments including preparatory work.

RECEIVED
STATE HWY ENGR
SEP 26 '75
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act.	File
					✓	

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		9-23-75	for G. L. Green, Division Administrator

** * Program approval ~~or project agreement~~ shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

8311

~~PRO 6-2~~

September 19, 1975

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-5-3(105)145

We are submitting program data for one project, Item No. 838, Project No. I-5-3(105)145, "Cabin Creek Safety Rest Area", which we desire to have included in the Federal Aid Interstate Highway Program.

It is our present intention to receive bids for this project on October 23, 1975.

One copy each of State Clearinghouse and District 6 Clearinghouse A-95 review letters of approval were previously submitted with our request for location/design approval.

Enclosure
JG:bz

Budget Bureau No. 41-R2067; Appro

U.S. DEPA
BUR

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM FR-1 (REV. 4-61)

9-19-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER: 1 (10)(20) — PROJECT LOCATION (45 typewriter spaces): I-5, 2.5 mi. N. of N. Oakland Interchange (21) 65 — ADT — PRESENT: 10,100 — FUTURE: 18,300 (66) — YEAR: 95 (70)(71)(72) — REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Sanitary Sewer (26) 52 — NATL. FOREST (63)(65) — FH ROUTE NO. (66)(68) — SUFY AGCY (69) — DA CLASSIF. (70) — DA AREA (71)(72) — EMERG. YR. (73) — PL. AUTH YR (74)(75) — PROJECT NUMBER: PREFIX LETTER(S): I- (14)(15) — NUMBER: 5-3 (16)(17) — SE

CARD 4 — CLASS OF FEDERAL FUNDS: Interstate — COUNTY NAME: Douglas — CODE: 019 (74)

NAME OF URBAN AREA: - - (17-31) — ROUTE NO. I — FEDERAL-AID: I-5 (32) — STATE: 1 (36)(37) — U.S.: I-5 (41)

CARD 5	LINE NO. (1-4)(5)	CHANGE CODE (10)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43)(46)	STEP (55)	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
5					PE		I-5, 2.5 mi. N. of N. Oakland Intchange					
5					ROW							
5					CONST (CODE) Y022		"Cabin Cr. Safety Rest Area"	0.0	218,000	201,000	17,000	
							PROJECT TOTALS	0.0	218,000	201,000	17,000	

ESTIMATED PROJECT COST BY PHASES

CARD 1 CODE 1 — PREPARED BY

CARD 1 CODE 14 — PROGRAM APPROVAL DATES

REMARKS: Additional Data: Item No 546 & 575: Project No's. I-5-3 (80) & (84) respectively.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

9-19-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5, 2.5 mi. N. of N. Oakland Interchange		10,100	18,300	95	10	Oregon	41	042	338

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
Interstate								I-	5-3	(105)	145

COUNTY NAME: Douglas — CODE: 019

ROUTE NO. I — FEDERAL-AID: I-5 — STATE: 1 — U.S.: I-5

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		I-5, 2.5 mi. N. of N. Oakland Intchange						Construct sewer pumping station and install sanitary sewer main with connection to city of Oakland existing sewer system. Remodel existing toilet buildings.
ROW								
CONST (CODE) Y022		"Cabin Cr. Safety Rest Area"	0.0	218,000	201,000	17,000		ROW - 250' min.: Access Control-full: Parking Restrictions-complete. Utility adjustment required incl. prep. work.
		PROJECT TOTALS	0.0	218,000	201,000	17,000		

APPROVAL DATES

REMARKS: Additional Data: Item No's. 118, 421, 474, 546 & 575: Project No's. I-5-3(11), (71), (76), (80) & (84) respectively.

-OVER-

USCOMM DUBCOMM-DC 48808-P61

CABIN CREEK SAFETY REST AREA

PROJECT NO. I-5-3(105)145

REMARKS - continued:

Project Data: The work under this project consists of constructing a sewer pumping station and installation of sanitary sewer main (including appurtenances) with connection to city of Oakland existing sewer system. Remodel existing toilet buildings to accommodate use by the physically handicapped persons.

IM 50-1-70 Requirements: State Clearinghouse and District 6 Clearinghouse A-95 review letters of approval dated June 23, 1971 and June 18, 1971 respectively.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA January 6, 1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - None required under provisions of paragraph 6c.

(b) Location/Design - - - Approval request submitted to FHWA under separate action.

NOTE:

(1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P.S. & E. stage and the number stipulated in the P.S. & E. documents.

(2) The project is in Congressional District No. 4.

Data for PR-37: On ROW-1; ROW-F; Sanitary Facilities-Y.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308
DATE: September 19, 1974

In reply refer to: 1041DB.3

SUBJECT: Cabin Creek Safety Rest Area
Pacific Highway

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I agree with your preliminary Environmental Assessment of the subject project. A third possible solution could be to use a primary septic system and pump the effluent (through a small pipe) to one of the adjacent city systems.

It appears that economics will have a large influence on alternate selection. Therefore, reasonable cost estimates will be necessary. I suggest that a consultant in the field of Sanitary Engineering be considered for technical input. Sanitary Engineering is becoming quite specialized due to numerous recent code restrictions and new technical developments. This specialization is sufficient to warrant serious consideration of engaging a practicing Sanitary Engineer for all Technical Engineering work on this type of project.

I concur that a Negative Declaration is appropriate for the proposed project.

for G. L. Green

Attachment
Assessment

No attachment received in Hwy. 9-24-74

NOTED
E. S. HUNTER
(C Rubin
Hart
Wolfe

RECEIVED
HWY ENGR
SEP 23 '74
REFER TO
Hunter (Desig
FOR
Info | Spec | 2nd | Dsn | Sign | Init | File

RECEIVED
SEP 24 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
SEP 25 1974
PROJECT MANAGEMENT SECTION

Schroeder (E.S.)

Ben H

Geo R

OREGON STATE HIGHWAY DIVISION
ENVIRONMENTAL SECTION

PROJECT ASSESSMENT

Project Manager Donna Kilber Date September 3, 1974

A. PROJECT IDENTIFICATION

Name of Project Cabin Creek Safety Rest Area - NB & SB I-5-3(-)145 Section

Location of Project Pacific Highway I-5 Highway

City Near Oakland County Douglas Region III

Est. Cost $ 600,000 R/W & Constr. Only Length Prefix 10-1908

B. BRIEF GENERAL DESCRIPTION OF PROJECT

The project consists of expansion of both NB and SB safety rest areas which would include construction of type 8 toilet facilities, increasing the number of parking spaces, and construction of additional picnic tables.

In addition a new solution to sewage disposal is necessary for the SB SRA. Proposed alternatives are:

1. Hook-up to Oakland or Sutherlin sewage system. Oakland is approximately 5 miles south of the SRA and Sutherlin is approximately 7 miles south of the SRA.

2. Construct a sewage lagoon north of the SRA's.

C. STATUS OF FHWA-OSHD ACTION

		Date
System Action	☐	NA
Program (PE) Approval	☐	NA
Corridor Approval	☐	NA
Design Approval	☐	
P.S. & E. Approval	☐	

D. PRELIMINARY STUDY REQUIREMENTS

	Yes	No
Study Area Environmental Inventory	☐	☒
Formal Environmental Classification Study	☐	☒
Formal Environmental Classification Study Completed	☐	☒

CATEGORY 3 PROJECT

E. STATUS OF PROJECT DEVELOPMENT

Reconnaisance	☐	Preliminary Design (Field)	☐	PNRS No.	#71.0238
Location (Field)	☐	Preliminary Design (Office)	XX	Date A-95 Submitted	6/2/71
Location (Office)	☐	Final Design	☐	Date Reply Received	6/23/71
		Contract Plans Completed	☐	Reply Not Required	☐

F. STATUS OF PUBLIC HEARINGS

				Date
Hearing Not Required	X	Corridor Hearing Held	☐	
Hearing Not Requested	☐	Design Hearing Held	☐	
Hearing Requested	☐	Combination Hearing Held	☐	

G. RESOURCE PERSONNEL ALLOCATION

PERSONNEL	EFFORT REQUIRED*			COMMENT
	MINIMUM	AVERAGE	MAXIMUM	
Biologist				
Urban Economist				
Agricultural Economist				
Accoustical Engineer				
Air Quality Engineer	XXX			
Sociologist				If lagoon alternative is chosen.
Urban Planner		XXX		If lagoon is constructed in conjunction with housing development
Landscape Architect	XXX			
Geologist	XXX			
Water Quality				

*For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

(Narrative)

TOPICAL AREAS

- History of Project (Begin with origin, if known, including public input).
- Purpose of Project (Expressed need or program relationship).
- Siting (Topographic and resource features).
- Major Effects (High impact features if determined). Expand Under "Basic Considerations", page 4.
- Other General Information.

Safety Rest Areas are routinely scheduled for expansion based on projected need derived from ADT counts. Cabin Creek SRA expansion was initiated in this manner and is scheduled for bid letting in the second quarter of 1975.

In the intervening time, both NB and SB SRA's have experienced sewage disposal problems. In March of 1973 both drainfields were uncovered and examined. At the NB-SRA one of the two drainfields was found not to be functioning. After excavation, the second field began to function spontainiously. It is felt that by alternating the two fields, this drainage system will function effectively for 2 or 3 years.

The drainfield of the SB-SRA was found to be completely inoperative. A temporary drainfield was constructed and is now in operation. It has an expected lifespan of about 2 years.

There are two proposed permanent solutions to the sewage problem-hook-up to a city sewage system or construction of a sewage lagoon. The regional office is currently entering discussions with both Oakland and Sutherlin concerning the possible hook-up to either of these city systems.

The second alternative, the sewage lagoon, has not been fully developed. A tentative location has been found which would require from 5 to 10 acres of new ROW which is presently fixed hardwood forest. A private developer owning adjoining property has expressed a desire to jointly finance a sewage lagoon.

The topography of both SRA's is hilly. Three major stream drainages

(Use more space if required)

converge within the SB-SRA. The largest drains approximately 1,100 acres and becomes highly reticulalated, forming saturated, swampy conditions at the north end of the SB-SRA.

Cabin Creek has been diverted around the NB-SRA. The original streambed is within the rest area and is drained at its lower end to the channel.

The entire area lies on a thick base of heavy clay. Poor percolation and filtration and relatively high surface runoff are characteristic.

Vegetation in the area consists of mixed hardwoods, shrubs and grassland.

No major impacts are expected from this project as it is presently designed. If the lagoon alternative is chosen, however, careful examination of the development possibilities must be examined. The lagoon could also have adverse visual and air quality impacts depending on design and location.

I. BASIC CONSIDERATIONS

(Use whatever space is required but be brief)

1. RIGHT OF WAY REQUIREMENT

None or Not Significant [X] Significant Amount [ ] (Explain and Assess)

If lagoon alternative is selected, additional ROW would be required.

2. WILL PROJECT CHANGE ANY FUNCTIONAL CHARACTERISTICS OF:

a. Existing Facility? No [X] Yes [ ] (Explain and Assess)

Will expand capacity.

b. Adjacent Land Use? No [ ] Yes [XX] (Explain and Assess)

Will change the land use in the area of the lagoon if that alternative is selected. Adjacent land use will be effected, if the joint construction alternative is selected.

c. Adjacent Land Access? No [XX] Yes [ ] (Explain and Assess)

3. ARE SPECIAL CONSTRUCTION METHODS REQUIRED?

No [X] Yes [ ] (Explain and Assess)

4. WHAT LOCATION OR DESIGN ALTERNATIVES HAVE BEEN IDENTIFIED?

1. Sewer line hook-up to City of Oakland of City or Sutherland, both about 5 miles away.
2. Construction of a sewage lagoon north of the SRA.

5. IDENTIFY ANY SIGNIFICANT POTENTIAL FOR FUTURE CONTROVERSIAL ISSUES.

(Social, Economic, Natural Resource)

J. TYPE OF DOCUMENT REQUIRED

Draft E. I. S. [ ]

Final E. I. S. [ ]

Negative Declaration [XX]

Section 4(f) [ ]

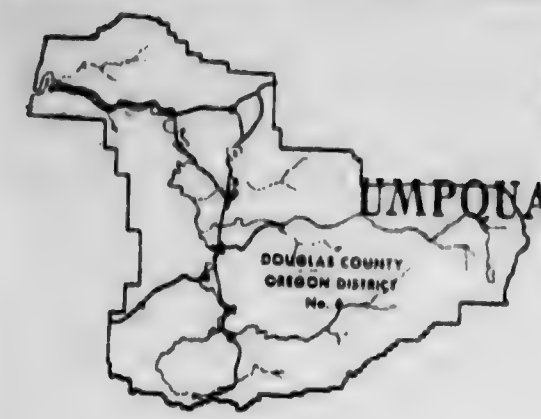
Statewide Negative Declaration [ ]

Environmental Assessment [ ]

K. PRELIMINARY FHWA CONCURRENCE

Approval of Type of Document _____ Date

_____ FHWA AREA ENGINEER



1-5

Telephone 503/672-3311 Ext. 315
205 S.E. Jackson St.
Roseburg, Oregon 97470

UMPQUA REGIONAL COUNCIL OF GOVERNMENTS

November 22, 1976

11/24/76
cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart
Alfred Shirley - Region 3
J. C. McCormick - District 6
Aeronautics Division
Paul Hartwig
B. L. Gifford

L. W. Rulien
Dept. of Transportation
State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

re: Applicant: State Highway Division
Project: District 6, FY 77 Annual Program Projects for Review
PNRS #: 7610-2-1720

On November 17, 1976, according to OMB Circular A-95, the Umpqua Regional Council of Governments reviewed the above Notification of Intent and have the following comments:

70004 Cabin Creek SRA - No adverse comments.

70005 South Umpqua SRA

NOTE: The City of Myrtle Creek desires to negotiate with the State to ensure that the sewerage hookup is agreeable to both parties.

70006 Cow Creek SRA

The City of Glendale questions the advisability of a lagoon system being built close to Cow Creek and upstream from the community of Glendale. They desire to meet with representatives of the State Highway Division in Glendale to discuss the project.

Sincerely,

Paul Howard

Paul Howard, Director
Umpqua Regional Council of Governments

PH:rs

cc: State Clearinghouse
City of Glendale
City of Myrtle Creek

Versteeg
1 Olson
Scott
Swenson

RECEIVED
NOV 26 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☒ 12-4-76
Return To
Bring Up BEN GIFFORD
Other

8311

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 14, 1975

In reply refer to: 1041DB

SUBJECT: Oregon Project I-5-3(-)
Cabin Creek Safety Rest Area
Proposed Expansion and Upgrading

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The concept for stage expansion and upgrading of subject safety rest area, as presented in Mr. Hunter's August 7 letter, is approved. The proposed work is eligible for Interstate funding.

G. K. Hossner
for G. L. Green

cc:
OSHD (Versteeg)
OSHD (R. Olsen)

RECEIVED
STATE HWY ENGR
AUG 15 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

8-18-75
cc: Hart
Rulien

Walt Hart

August 7, 1975

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Cabin Creek Safety Rest
Area Expansion

A meeting was held on August 5, 1975. Those attending were Glen Hossner, and Tom Lowe, FHWA; Hal Versteeg, Gordon Ballard, Bob Ellison and Roy Olson, OSHD.

The proposal to do the upgrading and expansion in stages was discussed. The initial stage will be the construction of a sewage disposal line to pump septic tank effluent into the City of Oakland facility, and to upgrade the existing toilet buildings to accommodate use by the physically handicapped persons.

The existing water supply system is to be monitored for a long enough time to determine if the existing system, with some modifications can support the rest area water supply needs.

The next stage of expansion will be additional parking, two additional toilet buildings, walks, drinking fountains, landscaping, and irrigation as required.

Approval of the expansion in stages and eligibility of Interstate funds for construction is requested.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Road Design js

bc: F. B. Klaboe
J. H. Versteeg
Walt Hart

3311 — I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
August 5, 1975

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Cabin Creek Safety Rest Area
Pacific Highway
Douglas County

TO: MEMORANDUM TO THE FILES

A meeting with Roy Olson, ~~Adrian~~ Olson, Bob Ellison, Glenn Hossner and Tom Lowe was held in my office on August 5, 1975, to discuss the status of the Cabin Creek Safety Rest Area Project.

After a review of the alternates the decision was made to proceed with the upgrading of the Cabin Creek Safety Rest Area. Plans for the rest area are as follows:

1. As soon as plans and specifications are complete and all the necessary agreements signed, we will proceed to let a contract for the sanitary sewer and its connection to the City of Oakland's sanitary system. In addition minor modifications are planned in the existing rest area buildings to provide facilities for the physically handicapped. Estimated cost of the sanitary sewer is $149,000, and to modify the buildings, something less than $5,000.

2. We will continue to test and evaluate the water supply through the summer of 1976. At that time a decision will be made on what alternate water sources, if any, should be developed.

3. The Landscaping Unit will redesign the plans for the rest area with the following guidelines.

   a. The toilet building should be designed to handle the anticipated use based on our present design criteria.

   b. The parking facilities should be designed to achieve compatibility and balance with the area available for this purpose rather than on the projected need or the desirable number of parking spaces.

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG - 5 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

c. Lawn areas and planting beds should be sized with the knowledge that the water supply will be limited and its use for irrigation will need to be restricted. Efforts should be made in the south-bounds rest area to enhance the natural setting and the existing trees. As trees appear to grow very slowly in this area all the trees need to be located and every effort should be made to preserve them.

4. A contract for the expansion of the Cabin Creek Safety Rest Area is presently planned for late fall of 1976 if everything goes as expected.

JHV:jh
cc: Glenn Hossner
Tom Lowe
L. W. Rulien
D. H. Moehring
Alfred Shirley (w/attachments)
Bob Ellison
Roy Olson

831

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
July 28, 1975

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Cabin Creek Rest Area
Pacific Highway
Douglas County

TO: E. S. Hunter
Deputy State Highway Engineer

The existing Cabin Creek Rest Area site was chosen for its natural beauty and the fact that it conforms to the 35-45 mile spacing. Gettings Creek Rest Area is 35 miles north and South Umpqua is 31 miles south. If Cabin Creek were eliminated, there would be 66 miles between rest areas.

There is a need for a rest area in this immediate vicinity according to traffic figures. The question then becomes should we redo the existing area or select a new location.

The present location demands that something be done about the water supply and sewer. The sewer can be taken care of by piping it to Oakland at a cost of $149,000. A study of the water supply indicates that a Mr. Morris put in a well in the area and applied for a permit to appropriate 100 gpm from the well. The Highway Division protested and the State Engineer ordered the Morris well abandoned. To date this has not been done.

The Bridge Section recommends that we force the Morris well into compliance with the State Engineer's order and then our present water supply may be adequate. This will take a delay of expansion of about two years. If the supply is not adequate at that time, the City of Oakland feels they could supply potable water at a cost to us of about $100,000 for installation.

The expansion of the rest area, not counting the sewer to Oakland which is immediately necessary, would cost $519,000 to $619,000 depending on the adequacy of the present well.

Two alternate locations were investigated for the rest area. One is at the Metz Hill Interchange which uses the existing ramps. The area is low and has a high water table not suitable for septic tanks. The second site is north of the Yoncalla Interchange about nine miles north of Cabin Creek. This area is flat with few trees. There is a possibility of pumping effluent into Yoncalla and gaining a water supply from that city. This site is estimated to cost $1,675,000 to construct and with hearings and all would take about 2-1/2 years to complete.

APPROVED
E S H
E. S. Hunter
Date 7-31-75
cc Versteeg.

RECEIVED STATE HWY ENGR
JUL 30 '75
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

In view of the above it is recommended the Cabin Creek sewer be constructed to Oakland for $149,000. Delay expansion for two years to determine the well adequacy. If necessary, get a water supply from Oakland after that and expand the rest area at a cost of some $619,000.

Supporting data is available in the Road Design office if you wish to see it.

DNS:jh
cc: Bob Ellison
Roy Olson

#8311

FILE: MAI 11

I5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

DATE July 9, 1975

TO Jim Gix, Maintenance Engineer

FROM Jack C. McCormick, District Engineer

SUBJECT: **Cabin Creek Safety Rest Area**
Well #8

As per your letter of 6-18-75 (copy attached), Harvey Argo has had Reagles Plumbing install a Dole 20 G.P.M. restraining valve on the intake side of pressure tank on well #8. Total cost of installation was $55.00. If this meets with your approval, please notify Mr. Versteeg.

JCM:gl

Attachment

cc Elliott Parker
Harvey Argo

cc: W. J. Versteeg ✓
D. O. Christensen.

1 Versteeg ✓
3 A. Olson
4 Terpin
Scott
Swenson
2 R. Olson
Trout

RECEIVED
JUL 11 1975
ROAD

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Receiver Keep
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Return To
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Other

ROSEBURG REGION
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JUL 9 1975
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#8311

I-5

Salem, Oregon
July 9, 1975

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

Roy E. Olson
Landscape Engineer

Rest Area Expansion
Cabin Creek
Cow Creek
Gettings Creek

There are two things that are of concern to those people responsible for rest area construction and maintenance (1) that the natural or existing trees etc. are given enough consideration in the placement of parking areas, building location, walkways, lawns and irrigation systems and (2) that the shrub beds are too large and the lawn too expansive, requiring further commitment of maintenance funds.

Please get the proposed parking areas and building location staked and evaluate the impacts before final plans are completed. The Region Engineer will give you the necessary assistance in getting the field work done and will want to be involved in the on-site review of the proposals.

REFERRED TO

	Board		Reed
2	Cole MEC		Sample
1	Erikson JE		Watson
	Hager		Wolfe

Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

JHV:we
cc: Alfred Shirley
Jack McCormick
William Anhorn
D. H. Moehring

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I-5

FH# 8311

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: MAI 11

Roseburg, Oregon

June 18, 1975

ORIGINAL SIGNED BY JAMES J. GIX

FROM: JAMES J. GIX
Regional Maintenance Engineer

SUBJECT: Cabin Creek Safety Rest Area
Water Supply Wells

TO: J. C. McCormick, District Engineer
Elliott Parker, Regional Geologist

You should have Mr. Versteeg's letter of May 29, 1975 on this subject. To do our part, we must perform three functions:

1. Monitor the use of the K. Morris well. The Watermaster has padlocked this well until the State Engineer's ruling has been fully complied with.

2. Well No. 8 will be choked down to 20 GPM. McCormick will take necessary action to accomplish this.

3. Salinity tests will be made monthly at Wells No. 8 and 9. Parker to look after this testing. (Harvey Argo will continue to sample water at rest area for standard acceptability tests).

Should anyone in our employ notice suspicious activity connected with the K. Morris well, it should be brought to the attention of Elliott Parker who will be the contact man with the Watermaster and the State Engineer's Office.

JJG/cw

cc: H. J. Versteeg
W. L. Hart

ROSEBURG REGION
RECEIVED
JUN 19 1975

1 Versteeg
2 A. Olson
4 Terpin
Scott
Swenson
3 R. Olson
5 Trout

RECEIVED
JUN 19 1975
ROAD DESIGN SECTION

I-5

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: BR 9551D

Salem, Oregon
June 17, 1975

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

FROM: R. W. Ellison
Bridge Administration Engineer

SUBJECT:
Cabin Creek Safety Rest Area
Douglas County
Bridge 9551D

TO: Mr. Jack C. McCormick
District Engineer

We have reviewed your comments of June 3, 1975 on the proposed sewage disposal system at Cabin Creek Safety Rest Area and will attempt to clarify the questions brought by Harvey Argo.

First, we intend to keep the northbound rest area disposal field in operation. This field should be capable of serving both rest areas in an emergency.

Second, the system was designed to pump septic tank effluent to the City of Oakland sewer system with one pump installation. The pump was designed for duplex operation of over 50 gpm while the design flow of the 1985 projection is only 21 gpm. Also, there is over 1,000 gallons of storage available before the pump sump overflows into the disposal field distribution box.

Mr. Argo mentions that the existing system is sluggish. Additional information is required as to what system he is referring to and what the problems are. The gravity portion of the proposed design (between rest areas) is served by a dosing tank that will flush the lines out with approximately 500 gallons of effluent at intervals. We don't foresee any problems here.

The effluent pumps do not have a screen on them and are capable of passing a 3/4-inch solid sphere. The 3.5 mile three-inch pressure line has cleanouts only at critical points. On every pump cycle a minimum velocity of 2.5 fps occurs. Scouring velocity is recognized as being 2 fps.

The proposed 6-inch gravity sewer pipe from the southbound unit to the northbound unit specifies 45° cleanouts at 300-foot intervals. The local "Roto-Rooter" service has indicated a capability of 250-feet. The cleanout detail shall be revised from the 45° connection to the sewer pipe, to a "T" connection which will allow cleaning of the line in both directions. Therefore, 300 feet seems like a good number to us for cleanouts on the gravity line.

We are sending a copy of your letter to Roy Olson for his comments on access to septic tanks and the installation of picnic shelters and irrigation line over the disposal field at the northbound area.

Mr. Olson should also comment on salvaging of the "Blue Star Memorial."

GJB:dh

cc Roy Olson /w/ encl.
Frank Terpin

REFERRED TO

Board	Reed
Cole	Sample
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Hager	Wolfe

Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

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DATE 11-3-11

FORM 6-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

ROSEBURG, OREGON 97470

DATE JUNE 10, 1975

TO ALFRED SHIRLEY
REGION 3 ENGINEER

FROM Elliott Parker
ELLIOTT PARKER
REGIONAL ENGINEERING GEOLOGIST

1 Versteeg J
A. Olson
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SUBJECT Cabin Creek Safety Rest Area
Water Supply

jh Copy to Bob Ellison re comments

The statement which is high-lighted in red in the attached copy of Hal Versteeg's letter of May 29, 1975 to you contains an error that results in a distortion of the over all picture.

The quantitative information referred to was obtained during a two week period in July of 1970. No such data was furnished concerning the "Morris Well" during 1974. The southbound portion of the rest area was shut down during a large part of last year's tourist season due to drain field problems therefore our inspections of the water system were temporarily terminated.

Future sampling and routine inspections will be coordinated through Jim Gix.

Efforts to up date data on Mrs. Morris' well have been unsuccessful, to date. The people at the State Engineer's and the county water master offices seem to be tossing the ball back and forth. The watermaster is on vacation leave at present, but his assistant is obtaining additional information for us.

ROSEBURG REGION
RECEIVED
JUN 1 1975
ENGR

cc: V. H. Versteeg

We will keep digging -
Bob

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
May 29, 1975

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Cabin Creek Safety Rest Area
Bridge 9551D
Water Supply Wells

TO: Alfred Shirley
Region 3 Engineer

RECEIVED
MAY 29 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

We have been trying to develop a master plan for the future of the Cabin Creek Safety Rest Area. A critical part of this plan is the water supply and one alternative is to use the existing wells. This requires that we know the quality of the water from the wells.

As you know, water is presently furnished from wells nos. 8 and 9 and is found to be salty during the fall of the year (see Parker's graphs attached). The salinity of these wells is affected by the private well which pumps from the same aquifer. Certain restrictions have been put on the private well by the State Engineer in order that the aquifer will not be overpumped and will continue to supply fresh water for our SRA. These include sealing the well and pumping no more than that required for domestic use and stock watering (see attached order). It is our understanding that the sealing has not been done and the well flows in artesian fashion for part of the year. Such flow reduces the "recharging" effect of the aquifer when the wells are not being pumped. We have received verbal report from Elliott Parker that the private well pumped between two and three million gallons during a month's time last summer.

We have complied to that part of the order which applies to our wells (see Milne memo attached).

In order to protect the fresh water aquifer the private well should be brought to conformity with the conditions imposed by the State Engineer. Since the local Watermaster has jurisdiction over wells and their operation you should contact him relative to the noncompliance of the private well. The only way our interests can be protected is to make sure the private well conforms to the regulations imposed. Complaints to the Watermaster regarding violations are appropriate.

It is hoped that the fresh water flow from our wells can be re-established sufficiently to supply requirements of the SRA. In order to check on this well no 8 should be choked down to a maximum pumping rate of 20 gallons per minute. Because of the large size of the existing pump it may be necessary to change to a smaller pump to accomplish this. In addition the Region Geologist should test both wells nos. 8 and 9 for salinity once a month.

NOTED
J. H. VERSTEEG

If the tests prove satisfactory for a year or two, it can be assumed the fresh water flow has been re-established. Additional pumping tests will then determine a safe pumping rate and maximum supply available for the next area.

I know this is a long process but it is the only way to determine the fresh water capability of the wells.

JHV:jh
cc: E. S. Hunter
W. J. Hart
Jack Sollis (w/encl.)
Elliott Parker (w/encl.)
F. W. Yarbrough
Jack McCormick
R. W. Ellison
Roy E. Olson

Salem, Oregon
June 12, 1973

Cabin Creek S.R.A.
Well #
Pump Test

Memo to the Files:

Following the compliance with the State Engineer's ruling to plug the suspected salt water zone, a pump test was run April 20, 1973.

An analysis of that test indicates that the well can sustain the originally designed pumping rate of 30-35 G.P.M. A field test conducted by Elliott Parker indicates that the water now produced is salt free. Well #8 is now producing in the system. Water quality tests conducted during this summer's usage will indicate whether it will continue to be salt free. The salt free condition will be in part dependent on Kathleen Morris' compliance with the order.

It is our understanding that it is the State Engineer's responsibility to see that Kathleen Morris complies with the portion of the order that deals with her well. If it seems she has not, the local water master could be contacted.

Records of performance of our two wells should continue to be kept.

William P. Milne
Geologist-Geophysicist

John F. Demezas
Geologist-Geophysicist

WPM:af

cc: Victor D. Wolfe
J. H. Versteeg
F. W. Yarbrough
Jack McCormick
Elliott Parker

STATE ENGINEER

WATER RESOURCES DEPARTMENT

1178 CHEMEKETA STREET N.E. • SALEM, OREGON • 97310 • Phone 37[illegible]

TOM McCALL
GOVERNOR

CHRIS L. WHEELER
State Engineer

December 14, 1972

File No.

Mr. C. W. Head, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Mr. Head:

A certified copy of the State Engineer's Administrative Order in the matter of water right application numbered G-5250 in the name of Kathleen G. Morris and a protest by the Oregon State Highway Division against approval of the said application is enclosed.

You are entitled to judicial review of this Order. Judicial review may be obtained by filing for petition for review within sixty days from the service of this Order and judicial review is pursuant to the provisions of ORS Chapter 183.

Very truly yours,

James W. Carver

James W. Carver, Jr.
Deputy State Engineer

JWC:st
Enclosure

cc: Jack L. Sollis
Assistant Attorney General

Via hand delivery

REFERRED TO
Yarbrough
Location Engineer

RECEIVED
DEC 15 1972
LOCATION SECTION

RECEIVED
DEC [illegible]
Oregon
STATE HIGHWAY COMMISSION

Copies to: Victor Wolfe
Hal Verstreg

BEFORE THE STATE ENGINEER OF OREGON

IN THE MATTER OF APPLICATION)
NUMBERED G-5250 IN THE NAME)
OF KATHLEEN G. MORRIS)

ORDER

On July 17, 1970, an application in the name of Kathleen G. Morris for a permit to appropriate 100 gallons per minute of water from a well located 75 feet North and 120 feet East from the West quarter corner of Section 8, being within the SW¼ NW¼ of said Section 8, Township 24 South, Range 5 West, W.M., Douglas County, Oregon, for irrigation of 22.0 acres of land within the SE¼ of Section 7 of said township and range, was filed in the office of the State Engineer and designated as application numbered G-5250.

A protest in the name of the Oregon State Highway Division against approval of the said application numbered G-5250 was filed in the office of the State Engineer on August 31, 1970. In the protest, it is alleged that the proposed appropriation would conflict with existing rights for appropriation of ground water by the Oregon State Highway Division for use at the Cabin Creek rest areas

Pursuant to notice of September 15, 1971, the matter of application numbered G-5250 and the protest against it were brought to hearing before Mr. James W. Carver, Jr., Deputy State Engineer, on Wednesday, September 29, 1971, in the City Council Chambers of the Sutherlin City Hall at Sutherlin, Oregon. The protestant, Oregon State Highway Division, was represented by Mr. Jack L. Sollis, Assistant Attorney General, Salem, Oregon. The applicant, Kathleen G. Morris, appeared without legal counsel.

FINDINGS

The water well intended to serve as the source of the proposed appropriation as described by application numbered G-5250, was constructed during the two day period of September 26 and 27, 1969. The water well report for the said well, submitted by water well contractor, Delbert S.

Jones, describes the well as having been constructed with a diameter of 12 inches to a depth of 20 feet and a diameter of 8 inches to a completed depth of 195 feet. The well was cased with 8 inch diameter steel, one-quarter inch wall casing to a depth of 21 feet. The static water level was measured by the driller at 27 feet below land surface on September 27, 1968. The well report indicated that the well bailed 75 gallons per minute with 167 feet of drawdown at the time of completion.

The subject well is located between Oregon State Highway Division wells numbers 8 and 9, being approximately 400 feet Southwest of well number 8 and 360 feet Northeast of well number 9.

The said Highway Division well number 8 was completed on September 24, 1968, to a depth of 140 feet and was cased with 24 feet of 6 inch diameter casing. A pump test by the driller at the time of completion indicated yields of 40 gallons per minute with 20 feet of drawdown for 2 hours and 50 gallons per minute with 30 feet of drawdown for a period of 6 hours. The static water level was measured at 7 feet below land surface on September 24, 1968

The said Highway Division well number 9 was completed on September 25, 1968, to a depth of 140 feet and was cased with 18.5 feet of 6 inch diameter casing. A pump test at the time of completion by the driller showed yields of 47 gallons per minute with 42 feet of drawdown after 4 hours and 57 gallons per minute with 54 feet of drawdown after 6 hours. The static water level was measured at 1.5 feet below land surface on September 26, 1968.

On May 14, 1969, water right permit numbered G-4360 was issued in approval of application numbered G-4636 in the name of the Oregon State Highway Division authorizing the appropriation of 0.15 cubic foot per second from Highway Division wells numbers 8 and 9 for uses within Cabin Creek Safety Rest Area, Northbound Unit, and Cabin Creek Safety Rest Area, Southbound Unit, located adjacent to Interstate Highway 5 in Sections 17 and 20 of Township 24 South, Range 5 West, W.M., with a date of priority of October 8,

1968 (the date application numbered G-4636 was filed in the office of the State Engineer).

The Oregon State Highway Division opened the Cabin Creek rest areas to public usage during the summer of 1966; the Northbound Unit, located on the East side of Interstate Highway 5, being opened to public use on June 21, 1966, and the Southbound Unit, located West of the said highway, being opened to public use on July 19, 1966. Each of the two units relied on its own well as the primary source of water for drinking fountains, public restrooms, and irrigation of a limited lawn area.

Both wells yielded water high in sodium chloride content and with a strong sulfur odor. Beginning late in July of 1966, the yield of the wells was supplemented by hauling water by tank truck from the communities of Sutherlin and/or Oakland and putting the water in storage tanks connected into the rest area water supply system. Highway Division records for the month of August, 1969, show that the consumption of water at the rest area required the delivery of approximately 2,000 gallons of water per day by tank truck.

From the summer of 1966 to the fall of 1968, the Highway Division constructed a series of wells in various locations to obtain a suitable supply of water for the rest area. After tests to determine the quality and yield of water available from the wells, wells numbers 8 and 9, as described above, were connected into the rest area water system by means of a two mile long pipeline and the original well at each of the roadside rest area units was removed from service. The record indicates that Highway Division wells numbers 8 and 9 began to serve as the source of water supply for the Cabin Creek rest area in early February of 1970.

The record also indicates that pumping from the Morris well began in July of 1970. Mrs. Morris testified that when pumping began during the summer of 1970, the well was pumped for about ten hours per day for one week, then allowed to remain idle for about one week, then pumping was resumed for

two days and again shut down and allowed to remain idle for two weeks. At the end of the two weeks, the well was again placed in service, being pumped at four hours per day, and has continued on that basis during the balance of the irrigation season of 1970 and during the irrigation season of 1971 about the first of September. Water from the Morris well was allowed to discharge into a surface storage pond immediately West of the well and the water from the well co-mingled with surface water stored in the pond and was repumped by means of a centrifugal pump onto pasture lands lying South and Southwest of the well.

Testimony indicated that the yield of the Morris well while being pumped into the surface pond was in the range of 80 to 100 gallons per minute. Pumping at the rate of 80 gallons per minute for four hours each day during the months of June, July and August would produce approximately 5.0 acre feet of water.

The records indicate that from September 1 of 1970 until about September 1 of 1971, the Highway Division wells numbers 8 and 9, together, produced approximately 6.0 acre feet of water.

Water quality samples taken from Highway Division wells numbers 8 and 9 at intervals through 1971 by Oregon State Highway Division employees and analyzed at the Oregon Department of Environmental Quality Laboratory at Portland, showed the following levels of chloride content present in the well water:

Sample Collected	Well No. 8	Well No. 9
February 24, 1971	28.2 ppm	33.4 ppm
July 5, 1971	125.0 ppm	30.7 ppm
July 21, 1971	367.0 ppm	44.6 ppm
August 5, 1971	870.0 ppm	74.0 ppm
August 20, 1971	1300.0 ppm	119.0 ppm

Drinking water standards adopted by the U. S. Public Health Service provide that the chloride level of water for human consumption should not exceed 250.0 ppm.

Extension Bulletin 808, "Quality of Irrigation Water", published

in December, 1962, by the Cooperative Extension Service, Oregon State University, Corvallis, Oregon, reports that water having a salt concentration in excess of 1440 ppm is not suitable for irrigation under ordinary conditions.

Commencing on September 20, 1971, with the prior knowledge of, and in agreement with all parties to the proceeding, an aquifer test was conducted under the supervision of the State Engineer to determine aquifer characteristics, water chemical change and pumping effects between the Kay Morris well and Oregon State Highway Division wells numbers 8 and 9. Prior to beginning of the aquifer test, all affected wells were taken out of service to allow the aquifers involved to reach a stable static condition. The Kay Morris well was then pumped at a predetermined steady state rate for a period of 24 hours and an additional 24 hour period was used to monitor recovery of the aquifers to a stabilized condition.

The Oregon State Highway Division wells numbers 8 and 9 were used as measurement observation wells during the course of the test. Also, Oregon State Highway Division nonproductive wells, numbers 6 and 10, being located within the SW¼ SE¼ SE¼ of Section 7 and the SW¼ NW¼ SW¼ of Section 8, Township 24 South, Range 5 West, W.M., respectively, were also used for measurement observations during the course of the test.

The Kay Morris well and Highway Division wells numbers 8 and 9 all penetrate into and all develop water from shallow submarine basaltic rocks and associated interbedded and overlying sedimentary rocks of limited areal extent. Preliminary investigation indicated that this rock unit provided a limited source of relatively fresh water within an area where the majority of wells produced saline waters of undesirable chemical quality from surrounding marine sedimentary rocks. Prior investigation of the Highway Division wells numbers 8 and 9 by instrument logging methods and by evaluation of well log data indicated also that the subject wells obtained water from numerous small confined aquifers within the aforesaid water-bearing rock unit. Instrument logging of the wells showed that waters within

the lowermost aquifers of well number 8, below a depth of 128 feet, were considerably more saline than waters within overlying aquifers. Chemical evalatuion of water from the Morris well during the test, well log data and correlation of strata indicated that the lowermost aquifers of the Morris well also produced saline wate

Aquifer characteristics as determined by the aquifer test of the Morris well indicated a low transmissivity of the producing formation reflecting poor to fair permeability suitable for domestic or limited irrigation use. The storage coefficient as determined by the test indicated that the water producing formation consisted of thin confined aquifers of extremely low storage having artesian characteristics. Prior investigations of the Kay Morris well by representatives of the State Engineer disclosed that the well displayed definite artesian characteristics and, in fact, flowed during the winter and spring months of the year.

During the aquifer test, pumping effects were observed almost immediately in observation wells numbers 8 and 9. Interference effects reached well number 9 after 1 minute of pump operation in the Morris well. After 9 minutes of pumping, the water level in well number 9 declined 0.31 feet and, after 11 hours, declined 8.5 feet. At the end of the 24 hour pumping cycle, total water level decline was measured at 12.5 feet in well number 9. In well number 8, the water level was affected after 7 minutes of pumping. A total decline of 2.5 feet was measured in well number 8 at the end of the 24 hour pumping period. Pumping effects were not noted in Highway Division wells numbers 6 and 10 during the course of the aquifer test.

Chemical evaluation of water samples collected at regular time intervals from the Morris well during the pumping cycle of the aquifer test showed no marked deterioration in water quality. Analyses of the aforesaid samples did show a slight decrease in chloride concentrations as the well was pumped, indicating recharge of fresh waters to the well during pumping by

overlying fresh water aquifers as a result of decreasing head of the lowermost saline water producing aquifer. Samples of water from the Cabin Creek Rest Area drinking fountain, Southbound Unit, prior to the test, and from Highway Division wells numbers 8 and 9, after the recovery cycle of the aquifer test, were also collected for chemical evaluation. Subsequent analyses of said samples did not indicate a significant change in the quality of the water in the Highway Division wells during the test period.

CONCLUSIONS

The Kay Morris well and Highway Division wells numbers 8 and 9 all obtain water from a common fresh water producing formation of limited areal extent and of limited storage.

Numerous small confined aquifers within this producing formation are directly hydraulically connected between the Morris well and the aforesaid Highway Division wells numbers 8 and 9.

The storage capacity of the fresh water producing formation is not sufficient to provide for the needs of the Oregon State Hig way Division's Cabin Creek Roadside Rest Area under the provisions of its water permit numbered G-4360 and to also provide water for the appropriation proposed by the application in question.

The results of the aquifer test confirm that pumpage of the Morris well substantially interferes with Highway Division well number 9 and, to a lesser extent, with Highway Division well number 8, and that the appropriation proposed by the application in question would cause undue injury to existing water rights for appropriation of ground water by the Oregon State Highway Division for use at the Cabin Creek Rest Area, and therefore should be denied.

Investigation revealed that salt water producing aquifers are present in the lower portions of the Kay Morris well and Highway Division well number 8 and that the salt concentration present in the water is too high for the water to be suitable for agricultural irrigation purposes. The present depths of casing and general construction of each of these two wells do thus

allow the commingling of saline waters from the lower aquifers with waters within overlying fresh water aquifers.

ORDER

NOW, THEREFORE, it is ORDERED that application numbered G-5250, in the name of Kathleen G. Morris, for a permit to appropriate 100 gallons per minute of water from a well within the SW¼ NW¼ of Section 8, Township 24 South, Range 5 West, W.M., Douglas County, Oregon, for irrigation of 22.0 acres of land within the SE¼ of Section 7, of said Township and range, be, and hereby is denied.

It is FURTHER ORDERED that the Kathleen G. Morris well be permanently abandoned according to the general standards for the construction maintenance of water wells in Oregon or, in the event that said well is to be used for stock or domestic purposes, that it be repaired by sealing or plugging of lower salt water aquifers to prevent salt water contamination of overlying fresh water aquifers.

It is FURTHER ORDERED that Highway Division well number 8 be repaired by sealing or plugging of salt water aquifers to prevent salt water contamination of overlying fresh water aquifers.

It is FURTHER ORDERED that the plans and procedure for the aforesaid abandonment or repairs be approved by the State Engineer prior to beginning the work which shall be completed on or before June 1, 1973.

Dated and signed at Salem, Oregon, this 12th day of December, 1972.

CHRIS L. WHEELER
State Engineer

STATE OF OREGON, }
County of Marion. } ss.

Chris L. Wheeler, State Engineer of the State of Oregon, do hereby certify that the foregoing copy of order entered on the 12th day of December, 1972, and recorded at page 343, Volume 22, Special Order Records of the State Engineer, has been compared with the original and that it is a correct transcript therefrom and the whole of such original order as the same appears of record in my office and custody.

IN WITNESS WHEREOF, I have hereunto set my hand this 14th day of December, 1972.

CHRIS L. WHEELER
State Engineer

By James W. Carver, Jr.
Deputy

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WELL # 8

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PARTS PER MILLION

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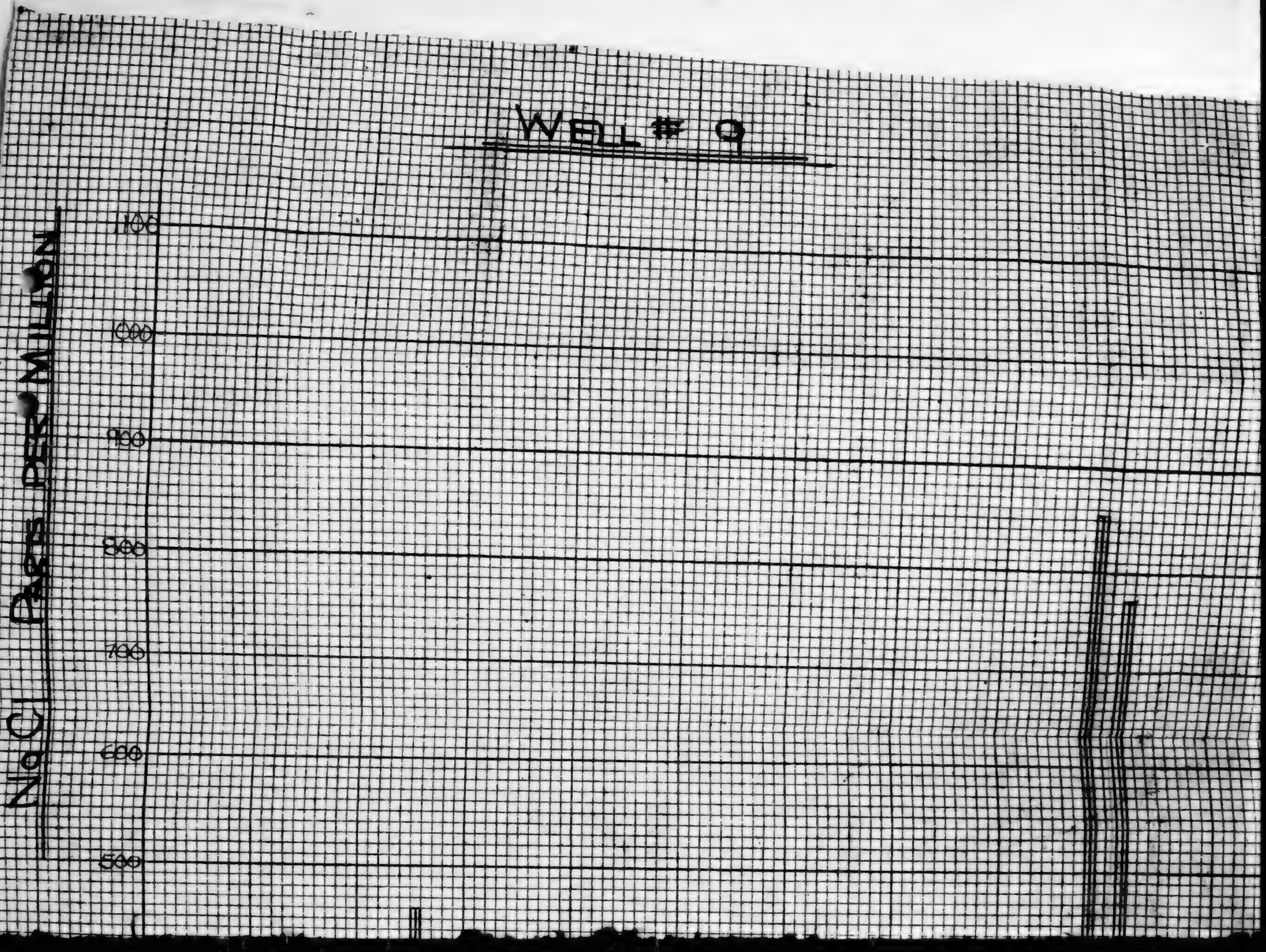
WELL # 9



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NORTH BOUND

SOUTH BOUND

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-15-10

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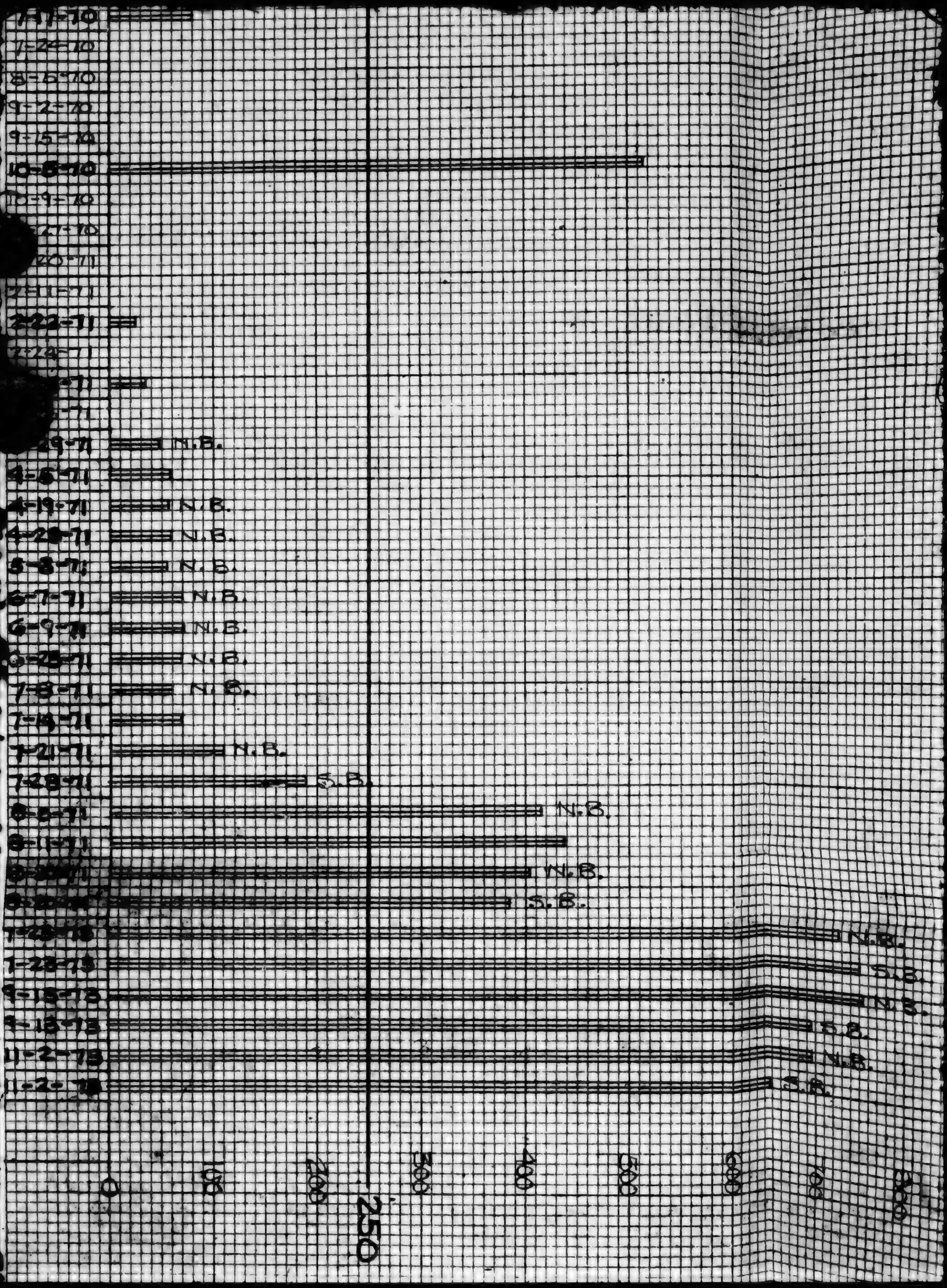
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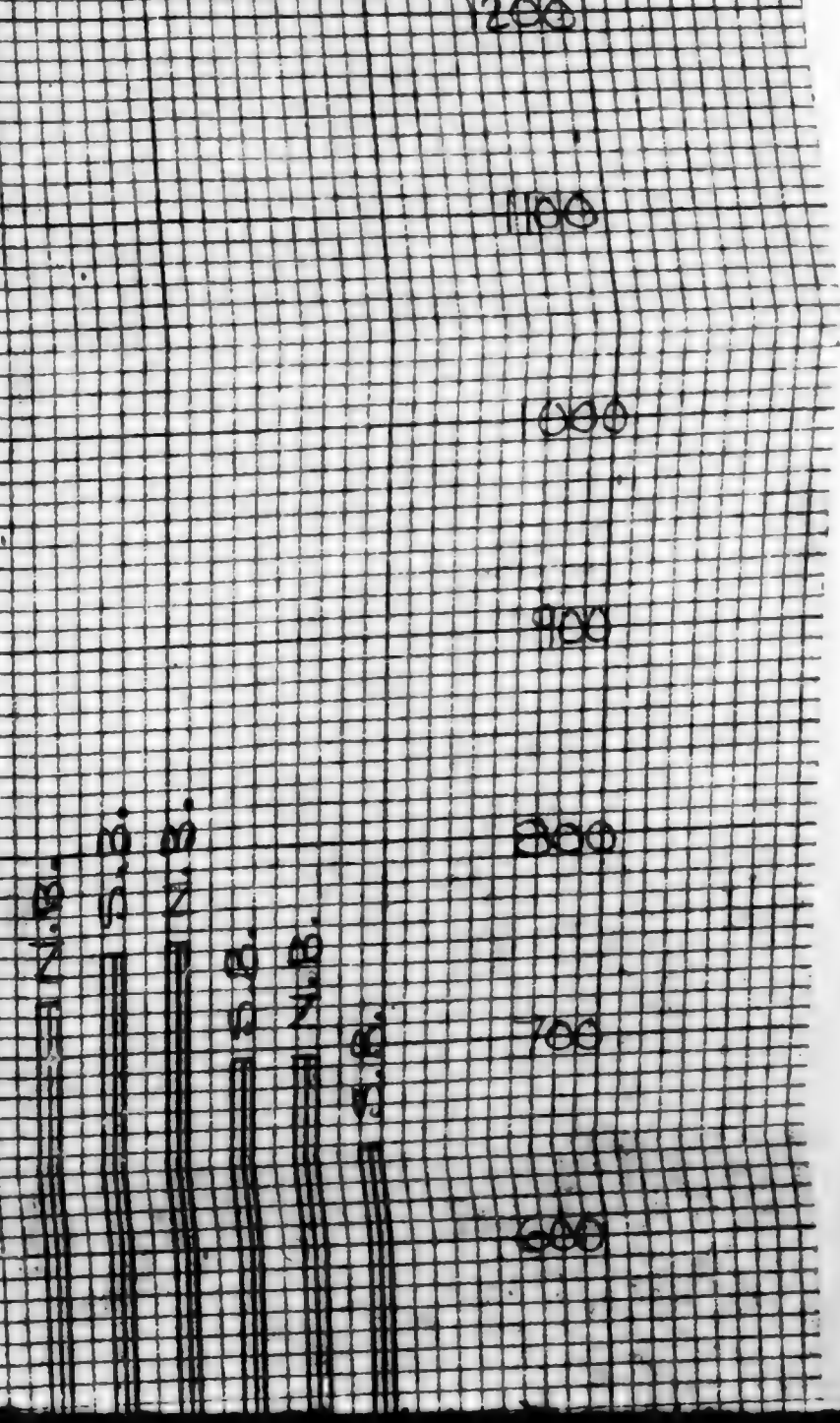
DRINKING FOUNTAINS



#3211

CABIN CREEK SAFETY REST AREA EXPANSION

May 22, 1975

1. Existing Wells - Water Requirement of 5.8 Ac-Ft. Domestic and 10.0 Ac-Ft. Irrigation @ Ex. Size (Supply Questionable)	Nothing	
2. Side Channel Impoundment 25.0 Ac-Ft. required	$ 55,000	
Irrigation Main - 3" PVC Line 4,000' about 50¢/ft. SB to NB	2,000	
Plumbing Changes		
$1,000/building	2,000	
Pump installation	8,000	
	$ 67,000	
+ 20% E & C	13,000	
		$ 80,000
3. Domestic Water Supply from City of Oakland (Supply Questionable)	$100,000	
+ 20% E & C	20,000	
		120,000

CABIN CREEK SAFETY REST AREA EXPANSION

ESTIMATE

May 22, 1975

Sewage Disposal:

1.	Septic Tank Effluent Pumping to City of Oakland (Includes hook-up charge)		
	+20% E & C	$131,000 26,000	
2.	Lagoon System on East Side of Freeway		$157,000
	+ 20% E & C	$146,000 29,000	
3.	Raw Sewage Pumping to the City of Oakland		175,000
	+ 20% E & C	$231,000 46,000	
4.	Septic Tank and Built-up Disposal Field (Permit Refused)		277,000
5.	Physical-Chemical Treatment Plant 46,000/unit x 2 (Permit Refused)		20,000
6.	Magic-Flush (Recycle Oil) $20,000 x 4 Bldg. (Permit Questionable)		92,000
	+ 20% E & C	$ 80,000 16,000	
			96,000

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
May 21, 1975

FILE: BR 9551D

FROM: R. W. Ellison
Bridge Administration Engineer

TO:
Mr. J. H. Versteeg
Road Design Engineer

SUBJECT:
Cabin Creek Safety Rest Area
Expansion Recommendations
Bridge 9551D

The first consideration is whether or not this rest area should be relocated because of the water supply and sewage disposal problems.

If the safety rest area is to remain in its present location, is a two-year delay of its expansion acceptable? This is the time required to determine whether or not overpumped well No. 8 will recuperate sufficiently to supply all water requirements. If such a delay is acceptable, we have the following recommendations:

1. Delay expansion of safety rest area until water problem is solved.

2. Water supply. Implement a program to attempt salvage of the existing system. This will require approximately two years. If it is then determined the system will not supply sufficient water, install surface impoundment for irrigation and flushing only. (Adequacy of surface water available must be determined by Hydraulics Engineer.)

3. Reduce landscape irrigation requirements as required to insure adequate water supply for other needs (drinking, flushing, et cetera).

4. Sewage disposal. Pump septic tank effluent to City of Oakland disposal system. Estimated cost - $120,000. This should be done as soon as possible since it solves both current and long-range problems.

5. Buildings. Existing buildings have been upgraded and will match new buildings proposed for the future expansion. Installing dual plumbing to separate flushing from potable water, if necessary, will be a problem. Information shelter has been demolished and should be replaced at time of area expansion.

Information supporting the above recommendations is attached.

RWE:dh
Attachments

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

May 19, 1975

Salem, Oregon

FILE: Br. 9551D

FROM: Gary C. Teeter GCT
Senior Mechanical Engineer

TO: Memorandum to the File

SUBJECT:

Cabin Creek Safety Rest Area
Water Supply Investigation Summary

Four types of water sources have been investigated for the Cabin Creek SRA. These are:

1. Wells. Presently all water comes from wells.
2. Horizontal drains in a cut.
3. Connection to the City of Oakland.
4. Surface water impoundment for flushing toilets and urinals and irrigation, with potable water from another source.

A brief discussion of what has been investigated with respect to each of these sources is presented below:

WELLS

An extensive program has been carried out in the past in an attempt to obtain a satisfactory well. The problems in obtaining a satisfactory well for the rest area are related to the geology of the area.

The attached geophysical survey gives an indication of the geological conditions in the area. All of the area around the rest area is of the Umpqua formation. This formation consists of layers of shale, siltstone, and sandstone, and was formed by sediment from a shallow inland sea. The formation is tight and has few voids for storage or passage of water. Salt water from the former sea underlays the entire area.

A total of four wells have been drilled into the formation described above and these are the well in the northbound unit, and wells #1, #2, and #3. These wells yielded very little fresh water, and struck salt water at a depth near 100 feet.

North of the rest areas is a submarine basalt flow known as Turkey Hill. This hill was formed by lava flowing through a fissure onto the sea floor. The submarine deposited basalt is somewhat fractured, and has water storage capacity. The contact zone under the basalt, between the basalt and the underlying sediment, is a fairly open formation that formed when the hot lava contacted the sea floor sediment. This zone can pass water. The basalt of Turkey Hill is recharged yearly by rainfall which creates a reservoir of fresh water storage in the hill mass. This fresh water mass or "bulb" overlays the salt water in the lower sediment.

Wells # 4 through #10 were drilled in the basalt of Turkey Hill, with the intent of tapping its water supply. Wells #4 and #5 were exploratory, to determine the depth of salt water. Well #6 was drilled into the basalt for use as a well, but had relatively low yield, about 6 gallons per minute. Well #7 was exploratory. Wells #8, #9 and #10 were drilled into the contact zone between the basalt and the sedimentary formation, with the intent of using the contact zone as a water collector. This was successful in producing wells with a relatively high yield of fresh water. Wells #8 and #9 are used as water producing wells, and Well #10 is used as an observation well.

At the advice of our geologists, Well # 8 is throttled to 35 gpm and Well #9 is throttled to 45 gpm to prevent drawing salt water up into the wells.

Following completion of our well development, J. E. Galentine and Kay Morris drilled a well between our Wells #8 and #9, and applied for a permit to appropriate 100 gpm from the well. The Oregon State Highway Division protested approval of the application, and the matter went to hearing September 29, 1971. In December of 1972, the State Engineer issued an order denying the Morris permit. He also ordered that the Morris well be abandoned, or used only for domestic or stock purposes. If the well was to be used for such purposes, it was to be sealed or plugged to above the salt water aquifers. This work was to be completed before June 1, 1973. At present the well has not been plugged, is not used for domestic purposes, and is not used to fill stock watering troughs. At present, there is some question as to how much water has been taken from the Morris well during the 1973 and 1974 seasons.

Wells #8 and #9 have yielded salty water during heavy use in late summer. This increase in salinity can be halted by lowering the rate at which water is pumped from the wells. Records concerning the salinity of the wells and pumping rates from our wells, and perhaps the Morris well for the last two summers are incomplete. The records available are attached.

Our geologists, Mr. William Milne and Mr. John Demezas, believe that the wells may adequately support the rest area if no water is taken from the Morris well.

Horizontal Holes in Weeping Hillside

A series of horizontal holes have been bored horizontally into a cut hillside that showed seepage. The location of these holes is shown in the attachments. These holes produced about 4 gpm initially but yield tapered off to nothing in a few weeks as the hill was drained.

Connection to the City of Oakland

The possibility of connecting to the City of Oakland's water system has been investigated. Oregon Water Corporation, which supplies Oakland, is only licensed to supply water in Oakland. However, water is supplied to several residences outside the city limits, and the local water-master told John Grassman that he felt we could proceed with a plan to obtain water for uses other than irrigation. Generally irrigation users are the first to be cut off when Calapooya Creek, which supplies Oakland, gets low, as has happened in two out of the last eight years. It is estimated that connection to Oakland's water supply, for everything but irrigation, would cost in excess of $100,000.

Recommendation

1. Take steps to force the Morris well into compliance with the State Engineer's Order.

2. Delay changing the water system until sufficient data on the existing system's capabilities are obtained. The existing system may be able to handle the expanded rest area, including both irrigation and building requirements, once the Morris well is brought to compliance.

   Procedure to check existing system:

   a. Seal off well at known salt water levels

   b. Throttle well No. 8 to 20 gpm. (change pumps).

   c. Check well for salinity every other month.

   d. If salinity is satisfactory after two years, increase volume of pumped water accordingly.

   e. If salinity is high, abandon well and look to other supplies.

3. If the existing wells are shown to be inadequate, build a side channel impoundment pond on Cabin Creek and split the plumbing systems so that impounded water can be used for irrigation and, perhaps, flushing urinals and toilets.

GT/ag
Attachs.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

May 19, 1975

Salem, Oregon

FILE: Br. 9551D

FROM: Jimmy S. Hansen
Mechanical Engineer

TO: Memorandum to the Files

SUBJECT:

Cabin Creek Safety Rest Area
Sewage Disposal Alternates

This memo is in response to R. W. Ellison's note of May 14, 1975, requesting a summary of sewage disposal alternates for Cabin Creek Safety Rest Area and the investigation done on each.

The existing sewage treatment facilities consist of a subsurface sewage disposal system consisting of 4,000 gallon septic tanks and effluent disposal fields. This system has failed repeatedly due primarily to high ground water conditions and poor soil permeability. When the system fails, the rest area usually remains closed until ground water conditions stabilize. It is obvious that another approach must be taken to resolve the sewage disposal problems, especially due to the proposed expansion of the rest area.

There were four alternates proposed for sewage disposal as follows:

Subsurface Disposal System

Physical-Chemical Treatment System

Discharge to a Community Sewerage System

Lagoons

Following is a discussion of the history and investigations done to date on each of the proposed alternates:

Septic Tank and Built-up Disposal Field - This system was designed for the southbound unit with a 10,000 gallon septic tank and with the built-up disposal field located in the most favorable site according to our soil percolation tests. Plans and specifications were sent to the Health Division and the County Sanitarian on 6/22/73, with an estimate of $19,700.

Douglas County Health Department would not approve the proposed system due to location of the disposal area, poor soil permeability and high ground water conditions.

Physical-Chemical Treatment Plant System - This FMC Physical-Chemical Treatment Plant (4,000 gpd) with waste spray of effluent on park property 1,200 feet NW of the southbound unit, was preliminary designed for the southbound unit on 8/6/73 with an estimate of $46,400.

Discharge to a Community Sewerage System - Two such systems were proposed; one system would involve raw sewage and the other would involve septic tank effluent. Both systems proposed the discharge of the waste water to the City of Oakland sewer system, via gravity and pressure pipelines.

The system involving discharge of raw sewage was preliminary designed on 11/7/74 with an estimate of $221,000; while the system involving discharge of septic tank effluent was preliminary designed on 11/7/74 with an estimate of $187,000. These systems were not recommended by the designer, because of the high costs involved, possible maintenance problems associated with long sewer lines (four miles), and possible conflicts involving future highway improvement work that may develop early obsolescence or reconstruction.

The system involving the discharge of septic tank effluent to Oakland's sewer system was chosen to be further designed. Final design of the system is completed with full plans and specifications; the estimate was $120,000. A preliminary agreement drafted by the City of Oakland for our connection to their system was received on May 12, 1975. The proposed connection charge is $10,300 with a monthly sewer use charge of $10.00 plus 6.5¢ per hundred gallons of sewage.

Lagoons - Two areas were selected for an on-site lagoon sewage disposal facility.

The first site was on State-owned land 2,000 feet NW of the southbound unit. The preliminary estimate for this facility was $132,500.

The second site was on land east of the highway and between the rest area units. The preliminary estimate for this facility was $145,500.

The designer recommended this method of sewage disposal over all other alternates, because of its relatively low cost, anticipated low maintenance requirements (less than 150 hours/year of attention), and reliability.

No additional design has been done on this system.

Other Systems - Other sewage disposal systems that were not seriously considered included the following: Storage and intermittent hauling to a community sewer system, nonwater flushing system with intermittent hauling to a community sewer system, biological treatment processes, et cetera.

JSH/ag

cc R. W. Ellison
G. J. Ballard
J. S. Hansen

Form E-136—10M

Oregon State Highway Division
BRIDGE DESIGN UNIT

Sheet .....

Bridge Cabin Creek Safety Rest Area County Douglas

Calculations by R. F. Knapp Date 11/7/74 Bridge No. 9551-D

SP*67746-734

PROPOSED NEW SEWAGE FACILITIES
STUDY & COST ESTIMATE

SUMMARY (Results from a detailed cost analysis)

Sewage Delivery and Disposal to City of Oakland

Raw sewage line delivery system - - - $221,000

Septic effluent line delivery system - - - $187,000

Note:

These sewage delivery systems are not recommended for several reasons, as follows:

1. High cost of the systems.
2. Adverse maintenance prospects due to long sewer lines together with unfavorable gradients requiring an undesireable pumping system.
3. Crowded portions of the highway corridor together with conflicts involving drainage structures and channels may develop early obsolecence or require reconstruction due to future highway improvement work.
4. These systems cost much more, present worse operational and maintenance prospects than a complete and proper sewage disposal facility located at the rest area site.

Form E-136—10M

Oregon State Highway Division
BRIDGE DESIGN UNIT

Sheet .....

Bridge Cabin Creek Safety Rest Area County Douglas

Calculations by R. F. Knapp Date 11/12/74 Bridge No. 9551-D

SP*67746-734

SUMMARY (Continued)

Rest Area on Site Sewage Disposal Facilities

Lagoon facilities & waste water disposal on existing State owned land 2000 ft NW from rest area. — — — — — — — — $132,500

Notes:

1. The character of this sewage disposal facility should afford more trouble free operations and lower maintenance costs than the facilities delivering sewage to the City of Oakland.

2. This system will require approximately 150 man hours of attention yearly.

3. This system includes auxiliary standby power for running all sewage pumps in case of power failure.

4. This system results in a complex of sewage piping and pumping stations, which would likely require relocation at considerable expense in future rest area expansion work.

Form E-136—10M

Oregon State Highway Division
BRIDGE DESIGN UNIT

Sheet .....

Bridge Cabin Creek Safety Rest Area County Douglas

Calculations by R. F. Knapp Date 11/14/74 Bridge No. 9551-D

SP*67746-734

SUMMARY (Continued)

Lagoon facilities & waste water disposal on purchased land east of the highway and between the rest area units — — — $145,500

Notes:

1. This cost estimate includes the land cost and a moderate channel change of Cabin Creek but no realignment of the frontage road.

2. A portion of this land purchase would enhance the future expansion of the rest area N.B. Unit.

3. This system would largely operate by gravity flow and is probably the most reliable and trouble free of the sewage facilities considered.

4. Labor attention and maintenance will normally require less than 100 man hours yearly.

5. This system is recommended in preference to all the others evaluated in this cost estimate.

US 211

I-5

OREGON STATE HIGHWAY DIVISION

CON 5

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. Donald Franklin
Manager
Oregon Water Corporation
P. O. Box 1305
Roseburg, OR 97470

May 13, 1975

Dear Mr. Franklin:

The Highway Division is considering expanding the Cabin Creek Safety Rest Area near Oakland. One of the problems is a suitable water source and the Division is considering installation of a water line into the Oakland water system. We anticipate using 9,200 gal./day in 1985. Before committing ourselves to further engineering studies, I would like to know if Oregon Water Corporation would be willing and capable of supplying this amount of water.

Very truly yours,

Gary Kennen

GARY KENNEN
Regional Utility Engineer

GK/cw

cc J. H. Versteeg
Gordon Ballard

1
2
3

DIVISION FILE COPY

cc: OSHD - Olson
- Shirley
#9311

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Lowe ___
Hossner ___
Baker ___

I-5

INSPECTION REPORT

REGION NO.	REPORT ON	DIVISION
10	Cabin Creek Rest Area Expansion	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**	**PROJECT NO.**
5-9-75	T. P. Lowe, Area Engineer	I-5-3(-)145

IN COMPANY WITH
Roy Olson, Robert Knapp, Jim Hanson, OSHD.

REMARKS

SCOPE

A field review was made to consider all aspects of the proposed expansion, namely:

1. Piping septic effluent to North Oakland vs. a lagoon.
2. Possible surface water impoundment for irrigation.
3. Existing rest area facilities in light of proposed additional facilities.
4. Subjective value judgment concerning landscaping, new shelters, new sidewalks, and new irrigation system.

SUMMARY OF RECOMMENDATIONS

Following is a brief summary of my recommendations:

1. Expansion of parking to allow truck pull-through parking is recommended.
2. No additional rest area facilities should be approved for "I" funding.
3. A sewage lagoon must be fully considered before approving the proposed septic effluent pipeline to North Oakland.
4. No Interstate funds should be approved for correcting the deficient water problem.

FINDINGS

1. Existing truck parking is to o small for present use. Expansion of the parking area should be made to allow for additional capacity and provide truck pull-through parking. Generally the expansion should be made toward the through lanes to avoid as much of the existing facility as possible.

2. a. The existing facility is a "Type 6". Using 1971 traffic projections and our Design Guide for Interstate Rest Areas a Type 12 facility is barely warranted. Under normal circumstances I would recommend

(more)

12 toilets per side; i.e., an additional Type 6 facility. However, the water supply at this location is precarious. Also, due to energy shortages, long-range traffic projections made in 1971 are probably high. Therefore, I interpret our guidelines to indicate a Type 8 facility as desirable.

From a cost effectiveness standpoint, I recommend the existing facility be enlarged to a Type 8 facility or left status quo. I do not feel a large expenditure is justified to provide one more toilet per side per sex.

b. The existing tables, shelters, AC sidewalk, drinking fountains and shrubs are functional and in good condition. I recommend Interstate funds not be used to replace these facilities.

3. To correct the inadequate septic system the State has proposed to pipe the effluent to North Oakland (estimated cost $150,000). From a cost standpoint I feel a lagoon in the vicinity of the rest area must be fully explored. At first glance, it appears an adequate lagoon could be built for considerable less cost than the pipe line.

4. Interstate funds were used to construct wells and a pipe line to correct the deficient water supply for this rest area. I assume subsurface water rights were obtained by the State in conjunction with construction of the wells. Later a private land owner constructed a well adjacent to the State wells and withdrew large quantities of water for irrigation. This removal of a large quantity of water led to the intrusion of salt into the water bulb. I understand the State enforced their water rights through the local Water Board after the salt became evident. However, the private well is apparently still being used as evidenced by irrigation pipe in the adjacent field.

Two questions must be considered:

1. Is the State responsible under the terms of our maintenance agreement to protect the wells by enforcing the water rights?

2. Is the owner of the private well that destroyed the water bulb by overpumping liable to the State for damages?

I recommend withholding Interstate funds for correcting the water supply system until the State makes a legal determination on the above matters.

A-311

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 5, 1975

FILE: BR 9551D

FROM: Gordon J. Ballard
Supervising Design Engineer

TO: Memo to the Files

SUBJECT:
Water and Irrigation Requirements
Expansion of Cabin Creek SRA
Douglas County

On May 2, 1975, a meeting was held in the Bridge Section on the proposed expansion of Cabin Creek Safety Rest Area. Those attending were Mr. Wong and Mr. T. Lowe of FHWA, Messrs. Adrian Olson and Roy Olson of OSHD Road Design and Messrs. R. F. Knapp, J. S. Hansen and me from OSHD Bridge Section.

The discussion centered about the water demand of the proposed expansion and the existing well capabilities. It has been determined by tests taken by Elliott Parker, Regional Geologist, that Well #8 has reached a saline level of 1330 ppm on occasion. A saline level of 250 ppm is the allowable drinking water standard.

Steps should be taken immediately to reduce the demand on the wells, especially Well #8.

It has been proposed by Robert Knapp to split the existing facilities in the toilet buildings so that only the lavatories and drinking fountains are on potable water. Everything else, including irrigation, to be on a surface runoff impoundment that extends into State Parks' property to the northwest of the southbound rest area. Other alternates should be considered such as water supplied by the town of Oakland and additional wells.

Tom Lowe of the FHWA has decided that it would be in the best interest of the public to delay the proposed expansion scheduled for June 19, 1975 letting until these alternates can be studied. However, the sewer disposal line to the town of Oakland should be let as scheduled.

We expect to proceed with this expansion as soon as the determination is made on feasible alternates.

GJB:dh

cc W. J. Hart /w/ attach.
R. W. Ellison /w/ attach.
T. Lowe (FHWA) /w/ attach.
J. H. Versteeg /w/ attach.
Alfred Shirley /w/ attach.
Elliott Parker /w/ attach.
Adrian Olson /w/ attach.
Roy Olson /w/ attach.
L. W. Rulien /w/ attach.
C. G. Swenson
R. F. Knapp

RECEIVED

ROAD DESIGN SECTION

Copies sent to addressees.

DEPARTMENT OF
ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229- 5983

TOM McCALL
GOVERNOR

DIARMUID F. O'SCANNLAIN
Director

RECEIVED
AUG 7 - 1973
DIST. ENGR.
ROSEBURG, ORE.
DE HMO DMC

13

August 3, 1973

Jack C. McCormick
Oregon State Highway Dept.
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. McCormick:

The chloride levels of the samples collected on July 23, 1973, from the Cabin Creek Safety Rest Area are as follows:

Adj. E. & W. MP 175.4 Pacific Hwy. - Tap in line from Well #8 (collected by RM Pope) - 771 ppm

Adj. E. & W. MP 175.4 Pacific Hwy. - Tap in line from Well #9 (collected by D. Petersen) - 854 ppm

Adj. E. & W. MP 175.4 Pacific Hwy. - Drinking Fountain S/B (collected by RM Pope) - 750 ppm

Adj. E. & W MP 175.4 Pacific Hwy. - Drinking Fountain N/B (collected by RM Pope) - 729 ppm

Sincerely,

Alan Hose

Alan W. Hose, Chief Chemist
Environmental Quality Laboratories
and Applied Research
8148 S.W. Beaverton-Hillsdale Hwy.
Portland, Oregon 97225

AWH:bmf

DEPARTMENT OF
ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229- 5983

TOM McCALL
GOVERNOR

DIARMUID F. O'SCANNLAIN
Director

RECEIVED
SEP 24 1973
DIST. ENGR.
ROSEBURG, ORE.
DE DJ DMO JL DMC

September 24, 1973

Jack C. McCormick
Oregon State Highway Dept.
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. McCormick:

The chloride levels of the samples collected on September 13, 1973 by Don Petersen from the Cabin Creek Safety Rest Area are as follows:

Adj. E & W MP 175.4 Pacific Hwy. - Tap in line from Well #8	- 1330 ppm
Adj. E & W MP 175.4 Pacific Hwy. - Tap in line from Well #9	- 781 ppm
Adj. E & W MP 175.4 Pacific Hwy. - Tap S/B rest area	- 694 ppm
Adj. E & W MP 175.4 Pacific Hwy. - Tap N/B rest area	- 755 ppm

Sincerely

DIARMUID F. O'SCANNLAIN
Director

Alan W. Hose, Chief Chemist
Environmental Quality Laboratories
and Applied Research
8148 S.W. Beaverton-Hillsdale Hwy.
Portland, Oregon 97225

AWH:bmf

DEPARTMENT OF ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229-5983

March 26, 1974

Jack C. McCormick
Oregon State Highway Dept.
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. McCormick:

The chloride levels of the samples collected on March 18, 1974, by Don Petersen from the Cabin Creek Safety Rest Area are as follows:

Well # 8 - Between well and tank - 51.7 ppm

Well # 9 - Between well and tank - 94.8 ppm

Sincerely,

Lawrence W. Seeber

Lawrence W. Seeber, Chief Chemist
Environmental Quality Laboratories
and Applied Research
8148 S.W. Beaverton-Hillsdale Hwy.
Portland, Oregon 97225

pkw

COPY

DEQ-2

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (JHVerstaeg)

INSPECTION REPORT

REGION NO.	REPORT ON	DIVISION
10	Rest Area Expansion	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**	**PROJECT NO.**
5-1-75	T. P. Lowe, Area Engineer	I-5-3(-)145

IN COMPANY WITH

Adrian Olson, Preliminary Design Engr, OSHD; Roy Olson, Landscape Engineer

REMARKS

CABIN CREEK SAFETY REST AREA
Pacific Highway
Rest Area - Water, Sewer, Expansion, and Landscaping

SCOPE

A meeting was held to explore the various alternate actions that would correct deficiencies at the subject Rest Area. Existing deficiencies are as follows:

Insufficient water quality

Insufficient sewage desposal

Insufficient parking capacity

Insufficient rest area facilities

SUMMARY OF ALTERNATIVES DISCUSSED

1. Construct a new Rest Area in a more suitable location with respect to water and sewage problems.

2. Continue with the present Rest Area facilities without expansion, except for possible increase in the truck parking area.

   a. Existing Septic drainfield problems can be corrected by piping septic effluent to the North Oakland disposal plant. Estimated cost is $150,000.

   b. Providing the required quantity of potable and irrigation water is more complex. Several possibilities exist such as:

      (1) Pipe in sufficient potable water from North Oakland. A feasibility study exploring costs and existing water rights is needed.

3 R. Clean Copy
ROAD DESIGN SECTION

(2) Use well #9 for potable water supply and contain surface water for irrigation. This seems the most economical solution, but the possibility of future salt contamination of well #9 must be considered.

RECOMMENDATION

A decision, based on a feasibility study, concerning retention of the existing site must be made prior to spending $150,000 to pipe septic effluent to North Oakland. The cost of constructing a new facility must be weighed against possible solutions to the water and sewage corrections.

Landscaped areas requiring irrigation must be weighed against the costs. The possibility of maintaining the status quo with minimum irrigation using well #9 for a small potable supply must be thoroughly considered.

Any expansion of the rest area facilities should be reanalyzed and thoroughly supported. The 1971 traffic projections barely justified expansion. Recent reductions in traffic projections due to the energy shortages, combined with water supply problems at this location, must be considered before approving any expansion plans.

#8311

I5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

February 24, 1975

FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: Sewer Designs (I-5)

TO: Walter J. Hart
Bridge Engineer

Data has been provided to your people on the sanitary sewer lines required from the Siskiyou Rest Area to Ashland, the Cabin Creek Rest Area to Oakland and from Gettings Creek Rest Area to Cottage Grove. The first two projects are on the schedule for May 22 and June 19, respectively. The Gettings Creek project is not currently scheduled (pending results of well drilling for additional water I assume); however, it would be appropriate to build the sewer line as soon as possible.

In each instance base plans need to be made at an early stage so that agreements may be made with the appropriate city.

My understanding is that your people will review the field plan and get the base data to Final Design so that plan sheets can be prepared while your detailed study and designs are being completed. Hopefully, this or some other arrangement will get these projects to a stage where agreements can be reached with the cities, preliminary approvals from D.E.Q., and whatever else is necessary prior to advertising the job.

If you have any questions please contact me.

ADO:we
cc: Alfred Shirley
Roy E. Olson

FORM E-30-X 12-67

I5

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 20, 1975

To: J. H. Versteeg
Road Design Engineer
Salem

SUBJECT: Sewer Line Cabin Creek
Safety Rest Area - Oakland

Attention: Roy Olson
Landscape Engineer

This date I am submitting, under separate cover, one roll, plan & profile, of the above proposed sewer line.

We commenced at the Southbound Rest Area with station 10+00 then across the freeway with two routes, "A" through a RCBC and "B" through an existing 24" culvert to a common point on the easterly side of the freeway. Then along a County Frontage road to the Northbound Rest Area. Leaving this Rest Area we again followed the County Road to the Metz Hill Interchange. Leaving the Interchange we stayed between the guardrail and Cabin Creek to Sta. 113+00. Sta. 113 - 177 the present fill slope breaks from the guardrail to the creek on a 1½:1 slope with no working room to install a sewer line so we show the 'B' line going along the shoulder with 'A' line 9 feet back of the guardrail on the slope. From St. 177 to the Calapooya Creek Bridge we followed the old Hwy. 99 shoulder. We took our line across the structure to an existing Manhole at Sta. 231+63.

We took our information for the Rest Area from Construction plans 9V386 and 8V373 as well as transit ties from our alignment. The present Highway Alignments & R/W was taken from R/W maps and Construction plans.

On the plan & profile roll we also show typical cross-sections throughout plus 18 photos showing typical alignment.

We did not run line or profile for a crossing of Calapooya Creek. If this or any other additional information is needed please advise.

Vernon E. Shull
Vernon E. Shull
Resident Engineer

cc: J.X. Wilson

1 Versteeg ✓
2 R. Olson
Tappin
Scott
Swenson
R. Olson
Trail

RECEIVED
JAN 23 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receive: Keep
Do not File
Return To
Bring Up
Other

Data to Gordon Ballard for design.
ckd.

Photos for Cabin Creek Rest Area-
Oakland Sewer Line

1) Calapooya Creek Bridge at Oakland, Ahead on Line
2) Sta. 218+00 Along shoulder, Ahead on Line
3) Sta. 208+00 Along shoulder, Ahead on Line
4) Sta. 208+00 Back on Line from Oakland
5) Sta. 178+00 Ahead on Line towards Oakland
6) Sta. 178+00 Back along Old highway from Oakland
7) Sta. 171+00 Back on line, change from back of rail to front
8) Sta. 159+00 Back on Line behind G.R., has asphalt fill
9) Sta. 115+00 Ahead on Line, Alternate lines in front & behind guardrail
10) Sta. 115+00 Back on Line, Alternate lines in front & behind guardrail
11) Sta. 79+00 Ahead on Line, cross "CR" line Metz Hill Int.
12) Sta. 78+50 Back on Line, crossing "CR" and back along toe of fill
13) Sta. 50+00 Ahead on Line, county road ditch/toe of highway fill
14) Sta. 50+00 Back on Line, exit N.bound rest area/along county road
15) Sta. 38+00 Ahead on line, along county rd. ditch/ enter N.bound rest area
16) Sta. 38+00 Back on line, along county road ditch/toe of fill
17) Sta. 24+00 Ahead on line, along county road ditch line
18) Sta. 24+00 Back on line, ran along county rd. ditch line

8311

8311

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

December 18, 1974

Salem, Oregon

FILE: Br. 9551D
9470A

RECEIVED
R.W. ELLISON

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Memorandum to the File

SUBJECT:

Cabin Creek Safety Rest Area
Gettings Creek Safety Rest Area
Sewage Disposal

Today I called Bud Shirley, Region 3 Engineer, regarding sewage disposal for the subject safety rest areas.

His people are negotiating with the cities of Oakland and Ashland in an attempt to obtain agreements whereby the State will be allowed to pump sewage effluent from the safety rest areas into the sewer system of the appropriate city.

It is Bud Shirley's opinion that favorable negotiations have progressed sufficiently with both cities to warrant our proceeding with the designs necessary to pump sewage effluent into the appropriate city's system. The Region office will complete negotiations and execute required agreements with the cities as soon as possible.

RWE/ag

cc E. S. Hunter
H. S. Coulter
A. Shirley
C. T. Keasey
G. J. Ballard
D. H. Moehring

RECEIVED
DEC 19 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

MANAGEMENT SECTION

8311

Contract # 8311

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE September 26, 1974

TO E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rurien
Project Management Engineer

DOUGLAS

SUBJECT Assessment and Project Category

Attached for your information is an assessment on the Cabin Creek Safety Rest Area - NB & SB, concurred in by the FHWA indicating that the following environmental documentation is appropriate:
Negative EIS.

Project Management classified this section as a category 3 project. Action Plan procedures must be implemented for all activities following corridor/design approval.

Attach.

BLG:dg

cc J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
V. D. Wolfe
H. S. Cox
G. A. Potter
R. E. Royer
D. E. Swan
A. Shirley
J. C. McCormick

9-30-74
OK
EDW

RECEIVED
SEP 27 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
SEP 3 1974
PROJECT MANAGEMENT SECTION

8311

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Cabin Creek Safety Rest Area
Pacific Highway

DATE: September 19, 1974

In reply refer to: 1041DB.3

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I agree with your preliminary Environmental Assessment of the subject project. A third possible solution could be to use a primary septic system and pump the effluent (through a small pipe) to one of the adjacent city systems.

It appears that economics will have a large influence on alternate selection. Therefore, reasonable cost estimates will be necessary. I suggest that a consultant in the field of Sanitary Engineering be considered for technical input. Sanitary Engineering is becoming quite specialized due to numerous recent code restrictions and new technical developments. This specialization is sufficient to warrant serious consideration of engaging a practicing Sanitary Engineer for all Technical Engineering work on this type of project.

I concur that a Negative Declaration is appropriate for the proposed project.

G. L. Green

Attachment
Assessment

No attachment received on this proj. 9-24-74

RECEIVED
SEP 24 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. B. HUNTER
cc Rubin
Hart
Wolfe
9-25-74

RECEIVED
HWY ENGR
SEP 23 '74
REFER TO Hunter (Design)
FOR
Dist | Proj | Spec | Spec | Spec | Acct | File
Schroeder (215)

OREGON STATE HIGHWAY DIVISION
ENVIRONMENTAL SECTION

PROJECT ASSESSMENT

Project Manager Donna Kilber Date September 3, 1974

A. PROJECT IDENTIFICATION

Name of Project Cabin Creek Safety Rest Area - NB & SB I-5-3(-)145 Section

Location of Project Pacific Highway I-5 Highway

City Near Oakland County Douglas Region III

Est. Cost $ 600,000 (R/W & Constr. Only) Length _____ Prefix 10-1908

B. BRIEF GENERAL DESCRIPTION OF PROJECT

The project consists of expansion of both NB and SB safety rest areas which would include construction of type 8 toilet facilities, increasing the number of parking spaces, and construction of additional picnic tables.

In addition a new solution to sewage disposal is necessary for the SB SRA. Proposed alternatives are:

1. Hook-up to Oakland or Sutherlin sewage system. Oakland is approximately 5 miles south of the SRA and Sutherlin is approximately 7 miles south of the SRA.

2. Construct a sewage lagoon north of the SRA's.

C. STATUS OF FHWA-OSHD ACTION

		Date
System Action	☐	NA
Program (PE) Approval	☐	NA
Corridor Approval	☐	NA
Design Approval	☐	
P.S. & E. Approval	☐	

D. PRELIMINARY STUDY REQUIREMENTS

	Yes	No
Study Area Environmental Inventory	☐	☒
Formal Environmental Classification Study	☐	☒
Formal Environmental Classification Study Completed	☐	☒

CATEGORY 3 PROJECT

E. STATUS OF PROJECT DEVELOPMENT

Reconnaisance	☐	Preliminary Design (Field)	☐	PNRS No.	#71.0238
Location (Field)	☐	Preliminary Design (Office)	☒	Date A-95 Submitted	6/2/71
Location (Office)	☐	Final Design	☐	Date Reply Received	6/23/71
		Contract Plans Completed	☐	Reply Not Required	☐

F. STATUS OF PUBLIC HEARINGS

			Date
Hearing Not Required	☒	Corridor Hearing Held ☐	
Hearing Not Requested	☐	Design Hearing Held ☐	
Hearing Requested	☐	Combination Hearing Held ☐	

G. RESOURCE PERSONNEL ALLOCATION

PERSONNEL	EFFORT REQUIRED*			COMMENT
	MINIMUM	AVERAGE	MAXIMUM	
Biologist				
Urban Economist				
Agricultural Economist				
Accoustical Engineer				
Air Quality Engineer	XXX			If lagoon alternative is chosen.
Sociologist				
Urban Planner		XXX		If lagoon is constructed in conjunction with housing development
Landscape Architect	XXX			
Geologist	XXX			
[illegible] Water Quality				

*For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

H. BRIEF SYNOPSIS OF PROJECT

(Narrative)

TOPICAL AREAS

- History of Project (Begin with origin, if known, including public input).
- Purpose of Project (Expressed need or program relationship).
- Siting (Topographic and resource features).
- Major Effects (High impact features if determined). Expand Under "Basic Considerations", page 4.
- Other General Information.

Safety Rest Areas are routinely scheduled for expansion based on projected need derived from ADT counts. Cabin Creek SRA expansion was initiated in this manner and is scheduled for bid letting in the second quarter of 1975.

In the intervening time, both NB and SB SRA's have experienced sewage disposal problems. In March of 1973 both drainfields were uncovered and examined. At the NB-SRA one of the two drainfields was found not to be functioning. After excavation, the second field began to function spontainiously. It is felt that by alternating the two fields, this drainage system will function effectively for 2 or 3 years.

The drainfield of the SB-SRA was found to be completely inoperative. A temporary drainfield was constructed and is now in operation. It has an expected lifespan of about 2 years.

There are two proposed permanent solutions to the sewage problem-hook-up to a city sewage system or construction of a sewage lagoon. The regional office is currently entering discussions with both Oakland and Sutherlin concerning the possible hook-up to either of these city systems.

The second alternative, the sewage lagoon, has not been fully developed. A tentative location has been found which would require from 5 to 10 acres of new ROW which is presently fixed hardwood forest. A private developer owning adjoining property has expressed a desire to jointly finance a sewage lagoon.

The topography of both SRA's is hilly. Three major stream drainages

(Use more space if required)

converge within the SB-SRA. The largest drains approximately 1,100 acres and becomes highly reticulalated, forming saturated, swampy conditions at the north end of the SB-SRA.

Cabin Creek has been diverted around the NB-SRA. The original streambed is within the rest area and is drained at its lower end to the channel.

The entire area lies on a thick base of heavy clay. Poor percolation and filtration and relatively high surface runoff are characteristic.

Vegetation in the area consists of mixed hardwoods, shrubs and grassland.

No major impacts are expected from this project as it is presently designed. If the lagoon alternative is chosen, however, careful examination of the development possibilities must be examined. The lagoon could also have adverse visual and air quality impacts depending on design and location.

I. BASIC CONSIDERATIONS

(Use whatever space is required but be brief)

1. RIGHT OF WAY REQUIREMENT

None or Not Significant [X] Significant Amount [ ] (Explain and Assess)

If lagoon alternative is selected, additional ROW would be required.

2. WILL PROJECT CHANGE ANY FUNCTIONAL CHARACTERISTICS OF:

a. Existing Facility? No [X] Yes [ ] (Explain and Assess)

Will expand capacity.

b. Adjacent Land Use? No [ ] Yes [XX] (Explain and Assess)

Will change the land use in the area of the lagoon if that alternative is selected. Adjacent land use will be effected, if the joint construction alternative is selected.

c. Adjacent Land Access? No [XX] Yes [ ] (Explain and Assess)

I. BASIC CONSIDERATIONS (Continued)

3. ARE SPECIAL CONSTRUCTION METHODS REQUIRED?

No [X] Yes [ ] (Explain and Assess)

4. WHAT LOCATION OR DESIGN ALTERNATIVES HAVE BEEN IDENTIFIED?

1. Sewer line hook-up to City of Oakland of City or Sutherland, both about 5 miles away.
2. Construction of a sewage lagoon north of the SRA.

5. IDENTIFY ANY SIGNIFICANT POTENTIAL FOR FUTURE CONTROVERSIAL ISSUES.

(Social, Economic, Natural Resource)

J. TYPE OF DOCUMENT REQUIRED

Draft E. I. S. [ ]

Final E. I. S. [ ]

Negative Declaration [XX]

Section 4(f) [ ]

Statewide Negative Declaration [ ]

Environmental Assessment [ ]

K. PRELIMINARY FHWA CONCURRENCE

Approval of Type of Document _____ Date

_____ FHWA AREA ENGINEER

83

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

TOM McCALL
GOVERNOR

August 29, 1973

Ms. Kathleen G. Morris
Route 1, Box 22
Oakland, Oregon 97462

Dear Ms. Morris:

I contacted the Highway Division after receiving your letter concerning the closing of your well by the State Engineer. Obviously there has been some misunderstanding concerning this issue.

The Highway Division had water permits from the State Engineer for the wells that they drilled for the rest area. The reason that the Highway Division filed a complaint with the State Engineer was that by drilling your well right next to the fence of the rest area, and between the two Highway Division wells, you were drawing down the water level. When it was drawn down far enough, it contaminated the two Highway Division wells with salt water and made the water undrinkable.

The Highway Division objected to a permit for your well and a hearing was held as required by law. The State Engineer tells me that since the Highway Division wells had a prior water right, and because of the possibility of salt water contamination of the existing wells, he couldn't give you a permit for your own well. The State Engineer advised you on December 12, 1972, as you recall, that you could not be given a permanent water right because of the salt water contamination existing there and that you were too close to your well. Since you didn't, the watermaster was authorized to lock your well.

It doesn't seem to me, on the basis of the record, that Mr. Carver did advise you that the State planned to abandon its wells. But even so, a representative of the Highway Division tells me that while the possibility of piping water in from Oakland was investigated, it is not feasible.

I'm sorry that your request cannot be granted; but as I'm sure you are aware, there is only so much water at any given location, and Oregon has a long-standing practice of respecting prior water rights. It is unfortunate that there is not enough water for everyone, but that sometime turns out to be the case.

NOTED
MARIE STEPHENS

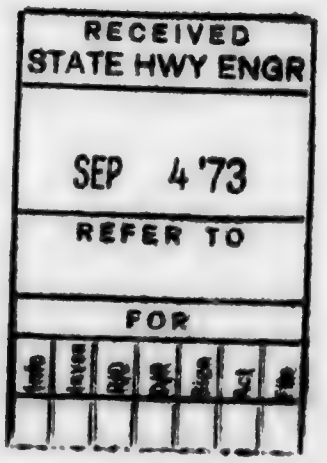
Since it appears to me that the Highway Division and State Engineer complied with the law and long-standing practice, the matter is closed. However, of course, you certainly are free to consult with your attorney to determine together with him whether a different outcome is possible.

Sincerely,

Governor

TW:dr

bcc: Highway



LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

NOTED
H. S. COULTER

July 31, 1973

Mr. H. S. Coulter
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

Re: Complaint of Kathleen G. Morris to Governor

Dear Scott

Attached please find a draft of a reply to be sent to the Governor for him to answer Mrs. Morris.

I also enclose for your information a copy of the State Engineer's Order along with two memos to the State Engineer by Highway Division personnel indicating that the wells have been handled pursuant to the Engineer's Order.

I might also add that Mrs. Morris is a pretty slick old gal and is able to appear completely helpless and put upon when, in fact, she is a pretty shrewd operator and the letter to the Governor is certainly no indication of her mental ability or capacity to realize what her actual situation is.

Sincerely

Jack L. Sollis
Assistant Attorney General
and Counsel

ph
enc.

7-13-73 Morris to Hwy

July 12,m1973

Re: Salem Highway Dept.

JUL 13 1973

Dear Governor McCall:

I purchased 87 acres of land in 1968, at that time my father ~~witched~~ witched a well for me and I had it drilled and it produces 80 gallons of water a minute.

The highway department drilled two wells #8 and #9 on the side of the county road. Both wells are contaminated. They pump these wells 2 miles to the rest area for flushing toilets, irrigating lawns and drinking. Because they don't have enough good water they haul thousands of gallons from Oakland.

The head of the highway department in Salem drove down hi 5 by my ranch and saw the water running into my pond. He immediately applied for a permit and had the watermaster shut my well down. I pleaded with the highway dept. and was allowed to pump 4 hours a day. The following year they tested my well and pumped it for 24 hours and then several weeks later had a hearing. Nine highway men the State enginner a geoglist and their attorney and myself were at this hearing to prove my well was contaminating their already contaminated wells. In my estimations they did not prove this. Each one testified that my well should be shut down. Thirteen months later I received an order to cement my well in. This I did not do.

RECEIVED
STATE HWY ENGR
JUL 16 '73
REFER TO
Counsel
FOR
Info | Invest | R/D | D/R | Sign | Act | File

I have 45 black angus beef cows and calves. I use this well to pump into a pond and then pump onto ten acres of land so that the mother cows will have green grass, which produces more milk for the calves.

The highway department cemented their #8 well in as it was highly contimanted with salt.

Today the watermaster came and pad locked my well until i agree to cement it in. I have a smergable pump in this well and I also need to pump 4hours a day in order to irrigate my pasture.

Mr. Caver indicated that within 3 to 5 years the State will abandon the wells and pipe it in from Oakland and at that time I would be able to have a permit.

Does this sound reasonable to you to run a rancher out of business to bring tourists in.

Yours truly,

Kathleen Morris

Kathleen G. Morris
Rt. 1 Boxx22
Oakland, Oregon, 97462

Salem, Oregon
June 12, 1973

Cabin Creek S.R.A.
Well #8
Pump Test

Memo to the Files:

Following the compliance with the State Engineer's ruling to plug the suspected salt water zone, a pump test was run April 20, 1973.

An analysis of that test indicates that the well can sustain the originally designed pumping rate of 30 - 35 G.P.M.

It is my understanding that it is the State Engineer's responsibility to see that Kathleen Morris complies with the portion of the order that deals with her well. If it seems she has not, the local water master could be contacted.

Records of performance of our two wells should continue to be kept.

William P. Milne
Geologist-Geophysicist

John F. Demezas
Geologist-Geophysicist

WPM:af

cc: Victor D. Wolfe
J. H. Versteeg
F. W. Yarbrough
Jack Mc Cormick
Elliott Parker

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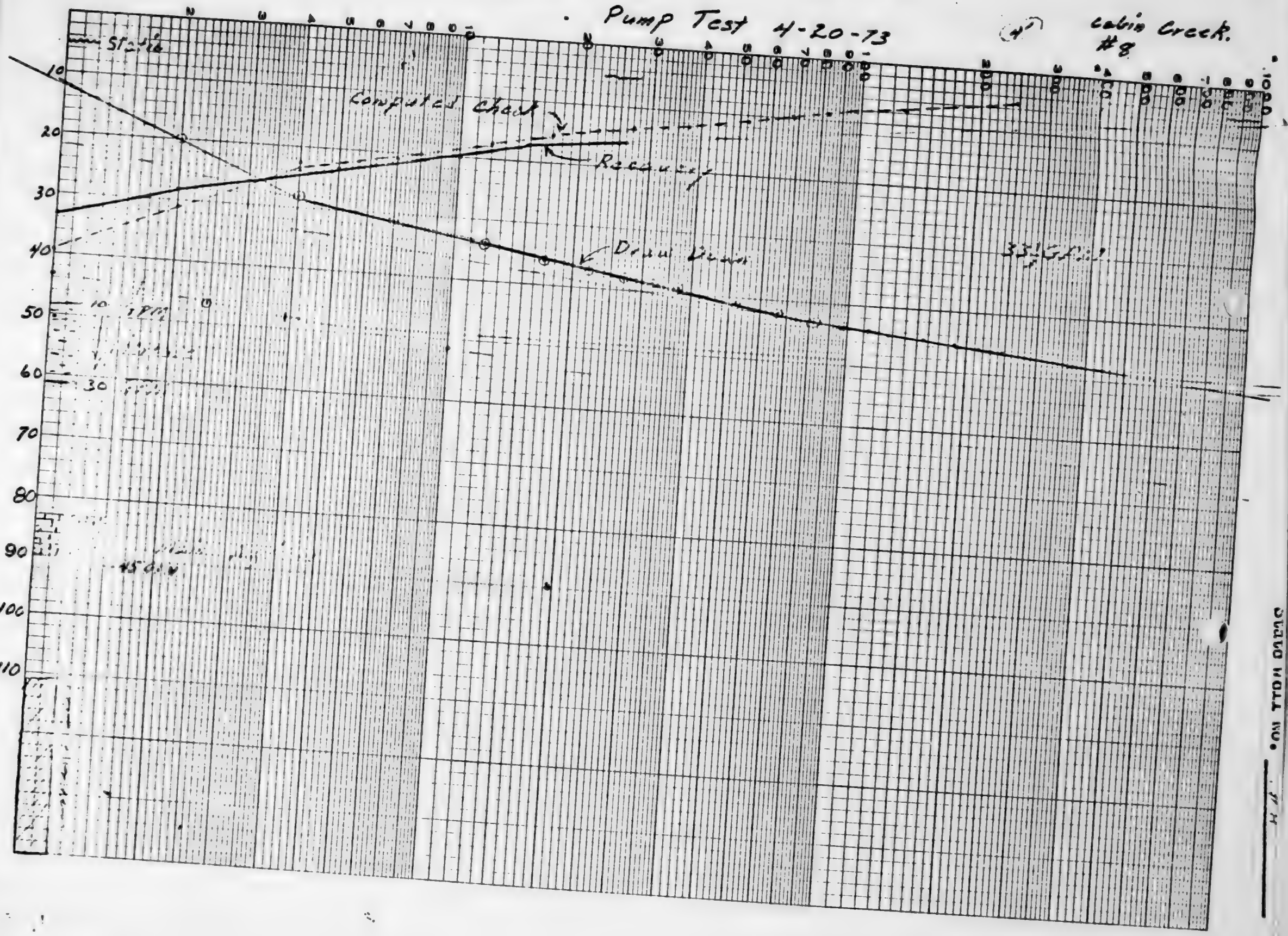


State Well No. [illegible]

FORM E-88 (REV. 10-66)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

April 30, 1973

SUBJECT:

To: Chris L. Wheeler
State Engineer

ATT: James W. Carver, Jr.
Deputy State Engineer

Grouting In (139'-111')
OSHD Well #8
Cabin Creek Safety Rest Area
Pacific Highway
Douglas County

W.W. Drilling and Pump Service at Springfield, Oregon completed the plugging and sealing operation on April 17, 1973. This was in conformance with the State Engineer's administrative order in the matter of application numbered G-5250 in the name of Kathleen G. Morris.

The following information regarding the altered well and the attached record of a pump test are submitted for your convenience.

Well No.	New Depth	Pump Setting	Bottom of Air Line Indicator	Static Level	System Set Pumping Rate/GPM
OSHD #8	111'	97'	89'	5'	33 GPM

NOTE: The figures in the remarks column represent "time" and the meter readings at the chlorinator shed.

Sincerely yours,

Elliott Parker

Elliott Parker
Region Geologist

EP:slr
cc: Region Maint. Eng.
Dist. Engr.
Wm. P. Milne
File

ENGINEER

LEM, OREGON

State Well No. [illegible]

County Douglas

AQUIFER TEST

Date of Test 4-30-73

Test By R.D. Hacker

Type of Pump existing submersible pump

Water Level Measured By air bubble depth gauge

Discharge Measured By flow meter at chlorination house

Pump On 9:53 Pump Off 14:00 Total Time 247 minutes

Static Level at Start of Test 5'

Time	Time Since Pumping Began (t)	Water Level	Drawdown or recovery (s)	Head on Measuring Device	Discharge (g.p.m.)	Remarks
09:53	0	5	0	—	0	9:45 7172700
09:55	2	20	15		33⅓	meter reads gal
09:57	4	28	23			
10:40	7	31	26			Discharge flow based on gallons per minutes
10:05	12	34	29			
10:10	17	36	31			
10:15	22	37	32			
10:20	27	38	33			
10:25	32	38.5	33.5			
10:30	37	39	34			10:30 7172900
10:45	52	41	36			10:45 7173200
11:00	67	42	37			11:00 717320
11:15	82	43	38			11:15 7174200
11:30	97	43.5	38.5			11:30 7174700
11:45	112	44	39		33⅓	11:45 7175200

Form C-1

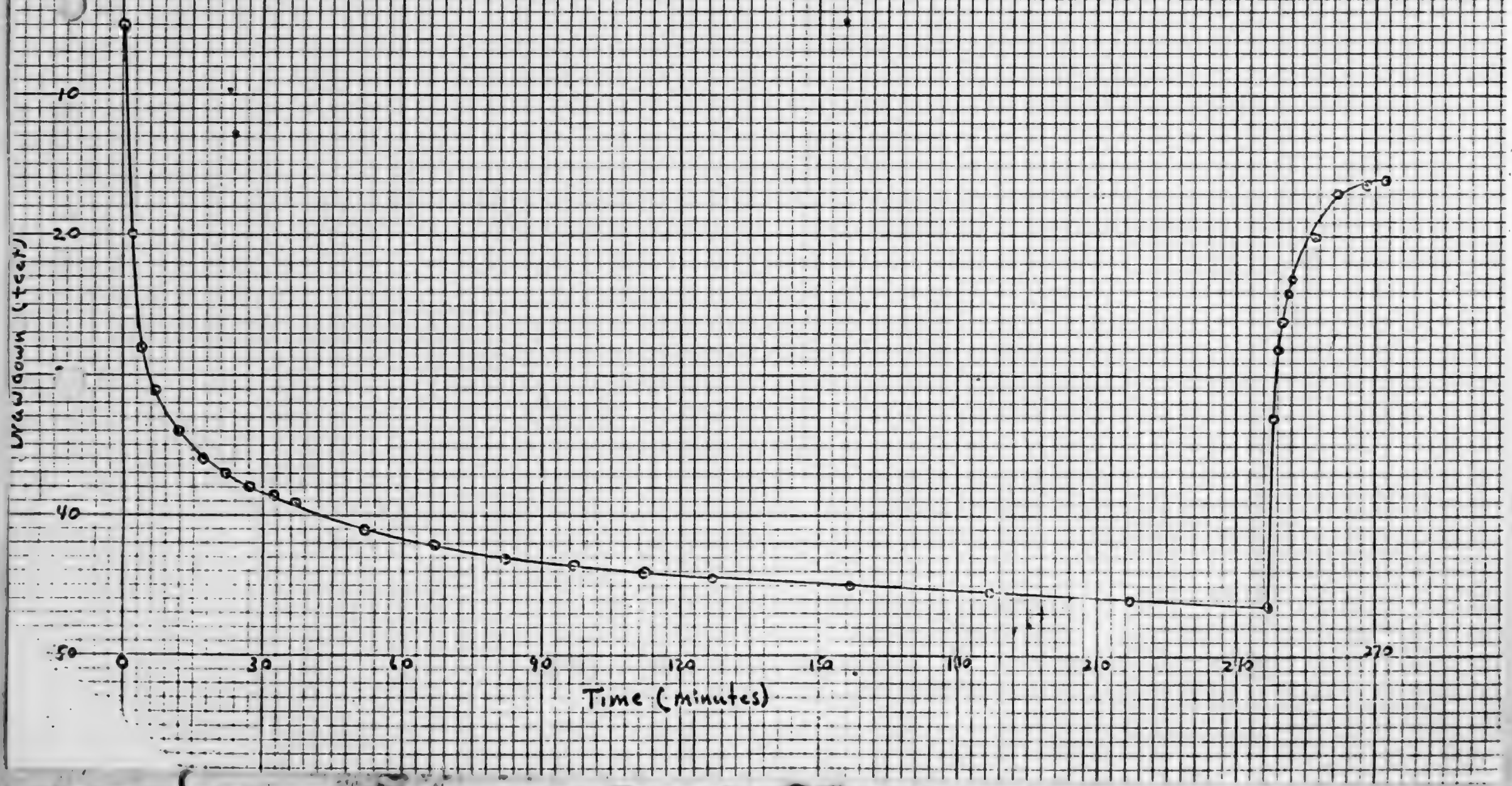
AQUIFER TEST

Date of Test 4-20-73 Test By R.D. Hicks

Time	Time Since Pumping Began (t)	Water Level	Drawdown or recovery (s)	Head on Measuring Device	Discharge (g.p.m.)	Remarks
12:00	127	44 ±	39 ±		33⅓	12:00 7175700
12:30	157	45	40			12:15 7176700
13:00	187	45 ±	40 ±			12:30 7176600
13:30	217	46	41			12:45 7177200
14:00	247	46 ±	41 ±		33⅓	13:00 7177600
	Recovery					13:15 7179100
14:00	0	46 ±	0			13:30 7178600
14:01	1	33	13 ±			13:45 7179100
14:02	2	28	18 ±			14:00 7179600
14:03	3	26	20 ±			14:15 7179500
14:04	4	24	22 ±			14:30 7179900
14:05	5	23	23 ±			
14:10	10	20	26 ±			
14:15	15	17	29 ±			
14:20	20	16 ±	30 ±			
14:25	25	16	30 ±			

Form G-1-2 Sheet 2 of 2

Cabin Creek Well #8
Test Date: 4-20-73
Test by: R.D. Hilton



BEFORE THE STATE ENGINEER OF OREGON

IN THE MATTER OF APPLICATION)
NUMBERED G-5250 IN THE NAME)
OF KATHLEEN G. MORRIS)
- - - - - - - - - - - - - - -

O R D E R

On July 17, 1970, an application in the name of Kathleen G. Morris for a permit to appropriate 100 gallons per minute of water from a well located 75 feet North and 120 feet East from the West quarter corner of Section 8, being within the SW¼ NW¼ of said Section 8, Township 24 South, Range 5 West, W.M., Douglas County, Oregon, for irrigation of 22.0 acres of land within the SE¼ of Section 7 of said township and range, was filed in the office of the State Engineer and designated as application numbered G-5250.

A protest in the name of the Oregon State Highway Division against approval of the said application numbered G-5250 was filed in the office of the State Engineer on August 31, 1970. In the protest, it is alleged that the proposed appropriation would conflict with existing rights for appropriation of ground water by the Oregon State Highway Division for use at the Cabin Creek rest areas.

Pursuant to notice of September 15, 1971, the matter of application numbered G-5250 and the protest against it were brought to hearing before Mr. James W. Carver, Jr., Deputy State Engineer, on Wednesday, September 29, 1971, in the City Council Chambers of the Sutherlin City Hall at Sutherlin, Oregon. The protestant, Oregon State Highway Division, was represented by Mr. Jack L. Sollis, Assistant Attorney General, Salem, Oregon. The applicant, Kathleen G. Morris, appeared without legal counsel.

FINDINGS

The water well intended to serve as the source of the proposed appropriation as described by application numbered G-5250, was constructed during the two day period of September 26 and 27, 1969. The water well report for the said well, submitted by water well contractor, Delbert S.

Jones, describes the well as having been constructed with a diameter of 12 inches to a depth of 20 feet and a diameter of 8 inches to a completed depth of 195 feet. The well was cased with 8 inch diameter steel, one-quarter inch wall casing to a depth of 21 feet. The static water level was measured by the driller at 27 feet below land surface on September 27, 1969. The well report indicated that the well bailed 75 gallons per minute with 167 feet of drawdown at the time of completion.

The subject well is located between Oregon State Highway Division wells numbers 8 and 9, being approximately 400 feet Southwest of well number 8 and 360 feet Northeast of well number 9.

The said Highway Division well number 8 was completed on September 24, 1968, to a depth of 140 feet and was cased with 24 feet of 6 inch diameter casing. A pump test by the driller at the time of completion indicated yields of 40 gallons per minute with 20 feet of drawdown for 2 hours and 50 gallons per minute with 30 feet of drawdown for a period of 6 hours. The static water level was measured at 7 feet below land surface on September 24, 1968.

The said Highway Division well number 9 was completed on September 25, 1968, to a depth of 140 feet and was cased with 18.5 feet of 6 inch diameter casing. A pump test at the time of completion by the driller showed yields of 47 gallons per minute with 42 feet of drawdown after 4 hours and 57 gallons per minute with 54 feet of drawdown after 6 hours. The static water level was measured at 1.5 feet below land surface on September 26, 1968.

On May 14, 1969, water right permit numbered G-4360 was issued in approval of application numbered G-4636 in the name of the Oregon State Highway Division authorizing the appropriation of 0.15 cubic foot per second from Highway Division wells numbers 8 and 9 for uses within Cabin Creek Safety Rest Area, Northbound Unit, and Cabin Creek Safety Rest Area, Southbound Unit, located adjacent to Interstate Highway 5 in Sections 17 and 20 of Township 24 South, Range 5 West, W.M., with a date of priority of October 8,

1968 (the date application numbered G-4636 was filed in the office of the State Engineer).

The Oregon State Highway Division opened the Cabin Creek rest areas to public usage during the summer of 1966; the Northbound Unit, located on the East side of Interstate Highway 5, being opened to public use on June 21, 1966, and the Southbound Unit, located West of the said highway, being opened to public use on July 19, 1966. Each of the two units relied on its own well as the primary source of water for drinking fountains, public restrooms, and irrigation of a limited lawn area.

Both wells yielded water high in sodium chloride content and with a strong sulfur odor. Beginning late in July of 1966, the yield of the wells was supplemented by hauling water by tank truck from the communities of Sutherlin and/or Oakland and putting the water in storage tanks connected into the rest area water supply system. Highway Division records for the month of August, 1969, show that the consumption of water at the rest area required the delivery of approximately 2,000 gallons of water per day by tank truck.

From the summer of 1966 to the fall of 1968, the Highway Division constructed a series of wells in various locations to obtain a suitable supply of water for the rest area. After tests to determine the quality and yield of water available from the wells, wells numbers 8 and 9, as described above, were connected into the rest area water system by means of a two mile long pipeline and the original well at each of the roadside rest area units was removed from service. The record indicates that Highway Division wells numbers 8 and 9 began to serve as the source of water supply for the Cabin Creek rest area in early February of 1970.

The record also indicates that pumping from the Morris well began in July of 1970. Mrs. Morris testified that when pumping began during the summer of 1970, the well was pumped for about ten hours per day for one week, then allowed to remain idle for about one week, then pumping was resumed for

two days and again shut down and allowed to remain idle for two weeks. At the end of the two weeks, the well was again placed in service, being pumped at four hours per day, and has continued on that basis during the balance of the irrigation season of 1970 and during the irrigation season of 1971, until about the first of September. Water from the Morris well was allowed to discharge into a surface storage pond immediately West of the well and the water from the well co-mingled with surface water stored in the pond and was repumped by means of a centrifugal pump onto pasture lands lying South and Southwest of the well.

Testimony indicated that the yield of the Morris well while being pumped into the surface pond was in the range of 80 to 100 gallons per minute. Pumping at the rate of 80 gallons per minute for four hours each day during the months of June, July and August would produce approximately 5.0 acre feet of water.

The records indicate that from September 1 of 1970 until about September 1 of 1971, the Highway Division wells numbers 8 and 9, together, produced approximately 6.0 acre feet of water.

Water quality samples taken from Highway Division wells numbers 8 and 9 at intervals through 1971 by Oregon State Highway Division employees and analyzed at the Oregon Department of Environmental Quality Laboratory at Portland, showed the following levels of chloride content present in the well water:

Sample Collected	Well No. 8	Well No. 9
February 24, 1971	28.2 ppm	33.4 ppm
July 8, 1971	125.0 ppm	30.7 ppm
July 21, 1971	367.0 ppm	44.6 ppm
August 5, 1971	870.0 ppm	74.0 ppm
August 20, 1971	1300.0 ppm	119.0 ppm

Drinking water standards adopted by the U. S. Public Health Service provide that the chloride level of water for human consumption should not exceed 250.0 ppm.

Extension Bulletin 808, "Quality of Irrigation Water", published

in December, 1962, by the Cooperative Extension Service, Oregon State University, Corvallis, Oregon, reports that water having a salt concentration in excess of 1440 ppm is not suitable for irrigation under ordinary conditions.

Commencing on September 20, 1971, with the prior knowledge of, and in agreement with all parties to the proceeding, an aquifer test was conducted under the supervision of the State Engineer to determine aquifer characteristics, water chemical change and pumping effects between the Kay Morris well and Oregon State Highway Division wells numbers 8 and 9. Prior to beginning of the aquifer test, all affected wells were taken out of service to allow the aquifers involved to reach a stable static condition. The Kay Morris well was then pumped at a predetermined steady state rate for a period of 24 hours and an additional 24 hour period was used to monitor recovery of the aquifers to a stabilized condition.

The Oregon State Highway Division wells numbers 8 and 9 were used as measurement observation wells during the course of the test. Also, Oregon State Highway Division nonproductive wells, numbers 6 and 10, being located within the SW¼ SE¼ SE¼ of Section 7 and the SW¼ NW¼ SW¼ of Section 8, Township 24 South, Range 5 West, W.M., respectively, were also used for measurement observations during the course of the test.

The Kay Morris well and Highway Division wells numbers 8 and 9 all penetrate into and all develop water from shallow submarine basaltic rocks and associated interbedded and overlying sedimentary rocks of limited areal extent. Preliminary investigation indicated that this rock unit provided a limited source of relatively fresh water within an area where the majority of wells produced saline waters of undesirable chemical quality from surrounding marine sedimentary rocks. Prior investigation of the Highway Division wells numbers 8 and 9 by instrument logging methods and by evaluation of well log data indicated also that the subject wells obtained water from numerous small confined aquifers within the aforesaid water-bearing rock unit. Instrument logging of the wells showed that waters within

the lowermost aquifers of well number 8, below a depth of 128 feet, were considerably more saline than waters within overlying aquifers. Chemical evalatuion of water from the Morris well during the test, well log data and correlation of strata indicated that the lowermost aquifers of the Morris well also produced saline water.

Aquifer characteristics as determined by the aquifer test of the Morris well indicated a low transmissivity of the producing formation reflecting poor to fair permeability suitable for domestic or limited irrigation use. The storage coefficient as determined by the test indicated that the water producing formation consisted of thin confined aquifers of extremely low storage having artesian characteristics. Prior investigations of the Kay Morris well by representatives of the State Engineer disclosed that the well displayed definite artesian characteristics and, in fact, flowed during the winter and spring months of the year.

During the aquifer test, pumping effects were observed almost immediately in observation wells numbers 8 and 9. Interference effects reached well number 9 after 1 minute of pump operation in the Morris well. After 5 minutes of pumping, the water level in well number 9 declined 0.31 feet and, after 11 hours, declined 8.5 feet. At the end of the 24 hour pumping cycle, total water level decline was measured at 12.5 feet in well number 9. In well number 8, the water level was affected after 7 minutes of pumping. A total decline of 2.5 feet was measured in well number 8 at the end of the 24 hour pumping period. Pumping effects were not noted in Highway Division wells numbers 6 and 10 during the course of the aquifer test.

Chemical evaluation of water samples cllected at regular time intervals from the Morris well during the pumping cycle of the aquifer test showed no marked deterioration in water quality. Analyses of the aforesaid samples did show a slight decrease in chloride concentrations as the well was pumped, indicating recharge of fresh waters to the well during pumping by

overlying fresh water aquifers as a result of decreasing head of the lowermost saline water producing aquifer. Samples of water from the Cabin Creek Rest Area drinking fountain, Southbound Unit, prior to the test, and from Highway Division wells numbers 8 and 9, after the recovery cycle of the aquifer test, were also collected for chemical evaluation. Subsequent analyses of said samples did not indicate a significant change in the quality of the water in the Highway Division wells during the test period.

CONCLUSIONS

The Kay Morris well and Highway Division wells numbers 8 and 9 all obtain water from a common fresh water producing formation of limited areal extent and of limited storage.

Numerous small confined aquifers within this producing formation are directly hydraulically connected between the Morris well and the aforesaid Highway Division wells numbers 8 and 9.

The storage capacity of the fresh water producing formation is not sufficient to provide for the needs of the Oregon State Highway Division's Cabin Creek Roadside Rest Area under the provisions of its water permit numbered G-4360 and to also provide water for the appropriation proposed by the application in question.

The results of the aquifer test confirm that pumpage of the Morris well substantially interferes with Highway Division well number 9 and, to a lesser extent, with Highway Division well number 8, and that the appropriation proposed by the application in question would cause undue injury to existing water rights for appropriation of ground water by the Oregon State Highway Division for use at the Cabin Creek Rest Area, and therefore should be denied.

Investigation revealed that salt water producing aquifers are present in the lower portions of the Kay Morris well and Highway Division well number 8 and that the salt concentration present in the water is too high for the water to be suitable for agricultural irrigation purposes. The present depths of casing and general construction of each of these two wells do thus

allow the commingling of saline waters from the lower aquifers with waters within overlying fresh water aquifers.

ORDER

NOW, THEREFORE, it is ORDERED that application numbered G-5250, in the name of Kathleen G. Morris, for a permit to appropriate 100 gallons per minute of water from a well within the SW¼ NW¼ of Section 8, Township 24 South, Range 5 West, W.M., Douglas County, Oregon, for irrigation of 22.0 acres of land within the SE¼ of Section 7, of said Township and range, be, and hereby is denied.

It is FURTHER ORDERED that the Kathleen G. Morris well be permanently abandoned according to the general standards for the construction and maintenance of water wells in Oregon or, in the event that said well is to be used for stock or domestic purposes, that it be repaired by sealing or plugging of lower salt water aquifers to prevent salt water contamination of overlying fresh water aquifers.

It is FURTHER ORDERED that Highway Division well number 8 be repaired by sealing or plugging of salt water aquifers to prevent salt water contamination of overlying fresh water aquifers.

It is FURTHER ORDERED that the plans and procedure for the aforesaid abandonment or repairs be approved by the State Engineer prior to beginning the work which shall be completed on or before June 1, 1973.

Dated and signed at Salem, Oregon, this 12th day of December, 1972.

CHRIS L. WHEELER
State Engineer

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 9, 1973

TO Memorandum to the Files

RECEIVED
AUG 9 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FROM J. H. Wood
Supervising Design Engineer

SUBJECT Cabin Creek Safety Rest Area (SB)
Pacific Hwy.
Douglas Co.
Sewage Facilities
Br. 9551D

NOTED
E. S. HUNTER

We have troubles at Cabin Creek Safety Rest Area. The southbound disposal fields are completely inoperative and the effluent is running into a nearby ditch. The following is a brief summary of steps that have been taken to find a solution.

March 1, 2, 1973 — Field survey confirmed that fields were inoperative.

March 9 — Notes and vicinity map received from field to prepare comparison estimates. Three areas were studied.

Area A - Wooded area east of the rest area. This was picked as the most likely spot.

Area B - Area between rest area and highway.

Area C - Across the highway from the rest area.

March 26 — Received soil percolation tests from field. Area A and Area C ruled out. Area B only one that would meet minimum requirements for built-up field.

June 22 — Design drawings and specifications for new disposal fields between highway and rest area sent to Health Division and County Sanitarian for review and approval.

July 9 — Received letter from Health Division stating that plans were essentially in compliance with minimum Oregon rules. Besides minor corrections, they required written approval from the Douglas County Health Department.

August 2 — Received letter from Douglas County Health Department stating that plans were not approved. Main reasons were:

1. We were placing our seepage bed 25 feet from the creek. Present regulations require 100 feet. This is a recent change.
2. They did not believe our percolation rate. Minimum is 1.2 gallons per square foot per day. Our field tests indicated 2.4 gals./sq.ft./day. Their information on soils close by would indicate 0.6 gals./sq.ft./day.
3. Built-up fields are no longer allowed. State subsurface disposal rules require a minimum of 12" backfill over disposal fields and do not allow for systems which are constructed shallow with backfill mounded higher than normal ground.

As of this date, our most favorable site for a new disposal field has been turned down by the County. The time has come for a new approach to sewage disposal. The physical-chemical treatment system appears to be the best solution if we do not have to depend on a bulky, expensive installation similar to Chem-Pure.

On Monday, July 2, 1973, Gordon Ballard, Robert Knapp and I went to Toutle River Rest Area in Washington to observe the operation of a physical-chemical waste treatment system that was demonstrated by the FMC Corporation. It was developed originally for marine use but is well adapted for use in rest areas. We were impressed by the plant's efficiency, compactness, and seemingly low cost operation. We wrote to the company for more information.

As a result of our inquiry, an appointment was set up for Friday, August 3, 1973, with Mr. Morris English, Manager, and Mr. Floyd Hobbs, Senior Chemist. The following is some information gathered from the meeting.

In order to limit the length of this memorandum, I am attaching a copy of the literature that explains the functioning of the system and the analysis of the effluent of a typical installation. Also attached is a copy of a specific analysis prepared by CH_2M.

We had a lengthy discussion on Oregon's requirements for effluent as prescribed by DEQ and EPA. It was determined that there would be no problem meeting these requirements.

There is a three- to four-month delivery time for the 8,000-gallon-per-day model and a six-month delivery time for the 50,000-gallon-per-day model. Models are available between the 8,000 to 50,000 range.

Cost of chemicals to maintain the system is about $1.50 per 1,000 gallons per day. Daily maintenance primarily consists of replenishing the chemicals and hauling away the sewer cake, which can be collected in a 30-gallon garbage can. The sewer cake can be used for land fill or hauled to a Class II dump. Chemicals are readily available, commercial products.

Some additional items would be required to adapt the system to our rest areas. They are:

1. Collecting sump with macerator pump.
2. Heavy metal removal at influent end (needed only for trailer dumping stations).
3. Postchlorination of effluent.
4. Irrigation system and reservoir.
5. Building enclosure.

The units can be sized for present needs and additional units added as the rest areas are expanded.

Mr. English stated that he could probably obtain a 4,000-gallon-per-day model for our use within a short time (four to six weeks) and that we could purchase it on a trial basis.

I strongly recommend that we purchase this unit from FMC on a conditional performance basis for the southbound Cabin Creek Rest Area. If, during a six-month period, the unit is not producing a satisfactory effluent and a DEQ Permit cannot be obtained, we can ship the unit back to the factory. I believe these conditions can be obtained from FMC.

The estimated cost for this installation is as follows:

1. Plant Installation (FMC Model 50-200 @ $22,500) including postchlorination system, 15' x 25' steel rigid frame building, concrete slab, wiring, concrete sump, chopper sump pump, and irrigation pump $ 30,800

2. Pipeline Installation includes influent line, effluent line, return waste line.	$ 4,300
3. Disposal Area Installation including 100 x 50' x 1.5' holding pond, irrigation line and sprinkler heads, return sump, woven wire fence and gate.	3,540
	$38,640
20% Engineering and Contingencies	7,760
Total Estimate	$46,400

The estimated cost for our proposed disposal field installation was $20,000 including engineering and contingencies.

The FMC system appears to be suited to our needs. We need to take a positive approach at the Cabin Creek site and have a working model for observation. The DEQ is also interested in studying the compact physical-chemical units and have indicated a willingness to exchange information on any new products. Their main concern about these plants is the daily attention required. We are able to provide this with very little change in personnel.

JHW/ag
Attachs.

cc E. S. Hunter
H. S. Coulter
W. J. Hart
L. L. Wallace
R. W. Ellison

17 T. 24 S. R. 5 W.

SOUTH BOUND LANE

2" PVC gravity flow return line.

Existing Aerobal Septic tank Ingersoll Chieftain Pump (Myers Type WA-400 in Tank)

2" C. I. Influent line

R/W LINE

R/W LINE

500

Ex. water line, Excess waste line in 18' of C.I. P. pe.

2" PVC pressure waste water line To sprinkler heads or holding pond

To Reservoir

CULVERT

PARK

BOUN

PLANT SITE

Install 15'x 25' steel rigid frame pre-fab bldg. (Truss "T" Struct.) on concrete slab.
Install "FMC" Model 30-2000 treatment Plant and controls.
Install 1 Hp "Jacuzzi" deep Well jet pump Model 1RM4 w/Injector E 1126
Install 5'd x 6' Concrete pipe sump with Steel Cover.

Overhead electrical service 1ϕ-120/240 AC 60Hz (22 KVA Demand - 1hp pump largest motor)

ASTE DISPOSAL SITE

Waste water sprinkler disposal (4 Buchner sprinkler #16 3/16" nozzle 35psi, 2.6 gpm, 72' dia. circle)

EWAGE TREATMENT AND ASTE WATER DISPOSAL

1" Pipe with brass cap & stone in old fence corner

OREGON [redacted] Hwy Div.
[redacted]

SCALE 1" = 100'	APPROVED BY	DRAWN BY GEZ
DATE 4-30-64		

(SOUTHBOUND) CABIN CREEK S. R. A

CONTOUR INTERVAL - 2'

DRAWING NUMBER 869

Sec. 17 T. 24 S. R. 5 W.

N

PACIFIC

SOUTH B

ROAD

R/W LINE

PARK BOUNDARY

BOUNDARY

Park Boundary
1½" Capped Pipe

WASTE DISPOSAL S

Waste water sprinkler disposal (4 Buckner Sprinkler #16 G ⅛" nozzle 35psi, 2.6 gpm, 72' d.a. circ

SEWAGE TREATM
WASTE WATER D

THE FMC SHIPBOARD WASTE TREATMENT SYSTEM

by
A.C. Green
M.F. Hobbs

Presented at the
WWEMA INDUSTRIAL WATER & POLLUTION CONFERENCE AND EXPOSITION
MARCH 14-16, 1973 - CONRAD HILTON HOTEL - CHICAGO

THE FMC SHIPBOARD WASTE TREATMENT SYSTEM*

A. C. Green and M. F. Hobbs
FMC Corporation

Introduction

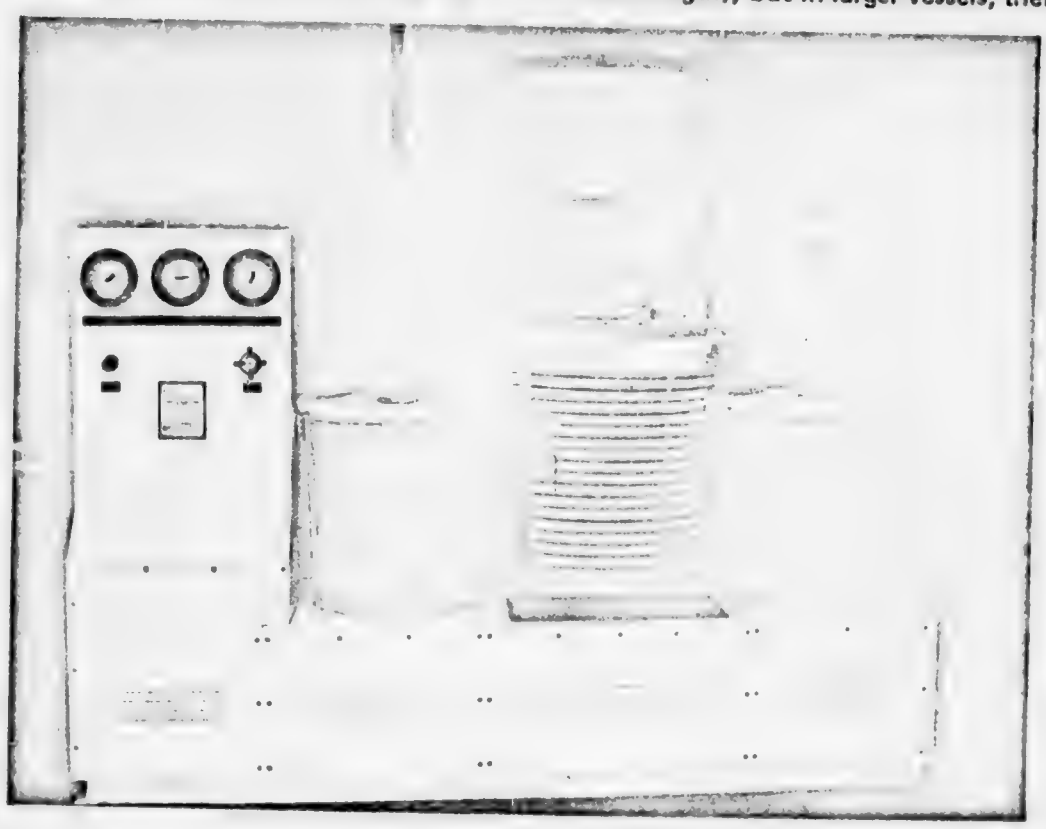
Historically, the nation's waterways have been the recipient of man's sewage wastes, treated or untreated, from both land and watercraft sources. Most of the wastes from our cities and industries are now being treated before discharge. However, vessels of all types continue to dump raw sewage.

The harmful effects of untreated sewage in the waterways include: (1) virus and bacteria that can infect people, directly or through marine life, with various diseases, (2) excessive oxygen demands that reduce the life supporting oxygen concentration of the water, (3) upset of the aquatic environment by blockage of sunlight by suspended or floating solids as well as sludge layers on the bottom and (4) the aesthetic insult created by floating sewage. The mobility of marine vessels allows discharge of sewage wastes anywhere at anytime. This creates a specific hazard to public health, recreational and port facilities and commercial fishing industries.

Now the Federal Government has taken action to control the discharge of sewage from vessels. The Water Quality Improvement Act of 1970 prohibited the discharge of untreated or inadequately treated sewage into or upon the navigable waters of the United States. The Environmental Protection Agency (EPA) was delegated the responsibility of establishing effluent standards for marine sanitation devices, while the U.S. Coast Guard has the responsibility of promulgating the implementation regulations. In June 1972, the EPA announced a no-discharge standard, which replaced their proposed standards requiring the equivalent of secondary sewage treatment. The Coast Guard is preparing the implementation regulations for publication in 1973. The standards will become effective for new vessels after 2 years from publication, and for existing vessels after 5 years.

A practical, economical solution to the control of sewage from watercraft is made difficult by the great variety of vessels, their service conditions, usage rates, adequate space and available manpower. Vessel configuration may necessitate on-site fabrication of the unit from individual components. Effects of pitch, roll and trim must be considered in the unit's design.

Holding tanks provide no sewage treatment. They may be a satisfactory solution for small pleasure craft (16- to 60-foot length), but in larger vessels, their cost, safety hazard



*Patent Pending

and labor requirements make them undesirable. Holding tanks require shore facilities for pumping out and flushing. Municipal treatment of some chemically treated holding tank wastes is unacceptable because certain components of these wastes can severely upset the activated sludge process.

Process Specification

The ideal solution to the control of sewage from vessels is a flow-through marine sanitation device that produces a clear, sanitary water that may be recycled. The unit should be safe, compact, lightweight, automatically operated, simple in design, durable, relatively inexpensive and available in several different capacities; provide immediate start up and shut down on demand and consistently produce a high quality effluent during the entire operating cycle.

Process Development

Using the criteria cited above, a research and development program was undertaken by FMC Corporation to develop a marine sanitation device to be installed on vessels that would meet the requirements set forth by EPA and the design standards of the Coast Guard.

First, the concept of a physical-chemical treatment system for processing shipboard sewage was evaluated in the laboratory. A pilot plant was constructed and test results indicated that this system was capable of economically producing an effluent that met the proposed EPA standards and would be acceptable for reuse in recirculating systems. Evaluation of the design showed that the system would be simple, compact and easy to install aboard ships. Besides sewage, the system could treat galley and scullery wastes, soap solutions and reasonable amounts of solvents and oils that may enter the sewer system.

Figure 1 illustrates the unit rated at 4000 gallons per day capacity. Its envelope is 4 feet by 8 feet by 7 feet high, and weighs 2500 pounds dry. The construction materials exposed to fluids are copper-nickel and 316 stainless steel.

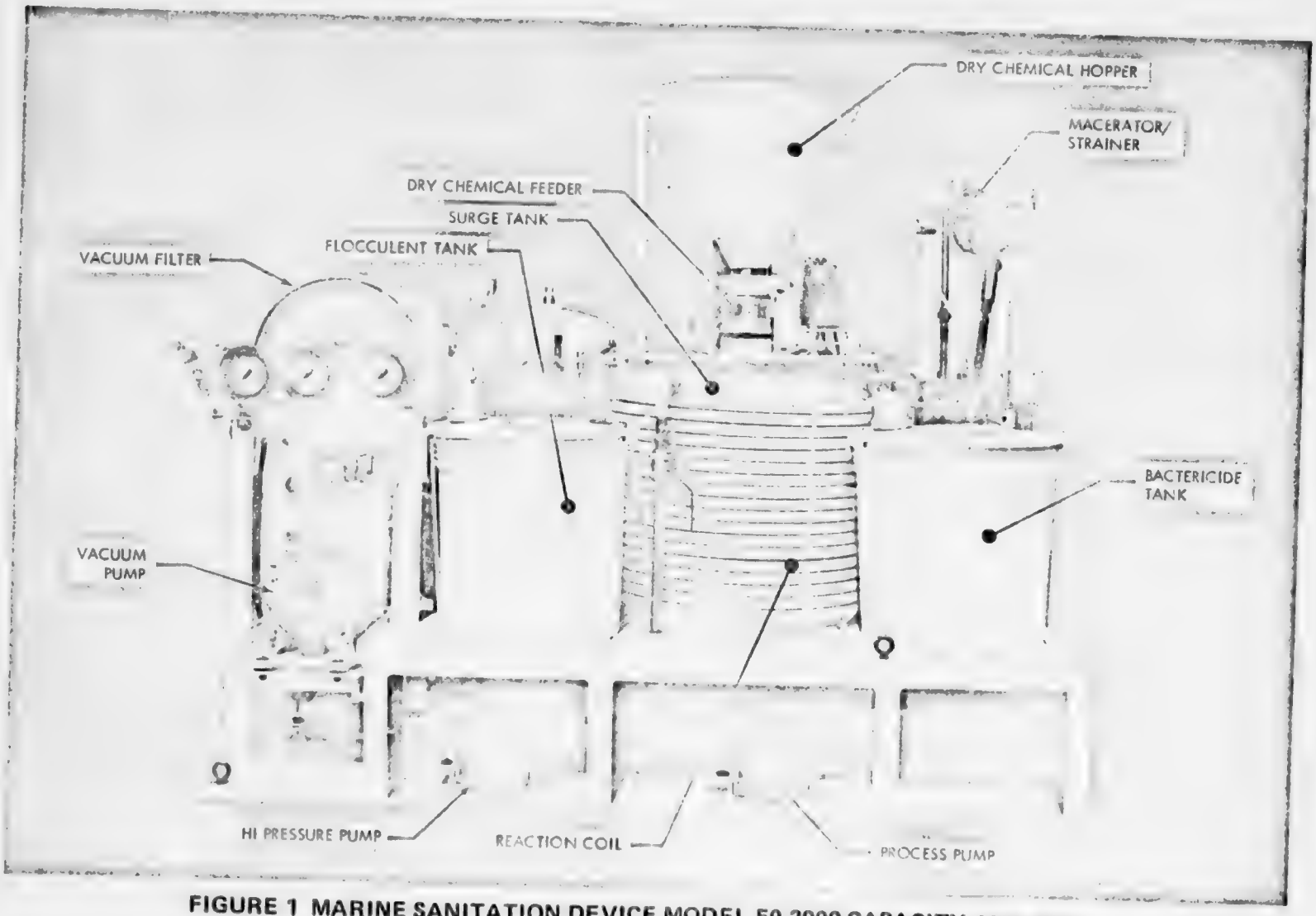


FIGURE 1 MARINE SANITATION DEVICE MODEL 50-2000 CAPACITY 4000 GPD

Process Description

The process (Figure 2) is as follows:

- Sewage and other wastes are comminuted to reduce the size of solid particles to one-half inch or smaller. These move freely through the "open-pipe" system.

- Chlorine is added, in a water solution, to stop the growth of harmful bacteria. A metering pump adds the chemical automatically in proportion to sewage entering the system.

- The influent flows to a surge tank designed to handle anticipated load fluctuations.

- From a hopper above the surge tank, dry chemicals are added—a mixture of activated carbon and filter aid. These adsorb dissolved and suspended solids, making them filterable.

- Dry chemicals are added automatically, and in proper proportion, by a vibrating feed mechanism.

- As the surge tank fills, sewage is moved by a low volume pump, and a chemical flocculant is metered in automatically to condition the sewage as it flows through a copper-nickel pipe-reactor coiled around the surge tank.

- Treated sewage then flows to the pan of a rotary vacuum filter system. Here, liquid and solids are separated.

- A sanitary filter cake results. It is relatively dry and clean smelling with only a faint odor of chlorine. This material can be disposed of in Class II dumps, or burned and reduced to a sterile, inorganic ash.

- The rotary vacuum filter provides for uninterrupted, automatic treatment with low service requirements. From the pan below, liquid is drawn through the filter cloth by the force of a vacuum. Solids are retained on the cloth and scraped off by a wire knife. Main components of the filter system and vacuum pump are of stainless steel to insure long life in the marine environment.

- From the filter, a clear effluent passes through an air separator. The effluent can be discharged or recycled, but not as potable water.

- Inorganic salts such as calcium and sodium chloride remain in the effluent water. Compounds containing nitrogen are oxidized by chlorine.

System Evaluation

As part of the development program, a test of 1000 hours

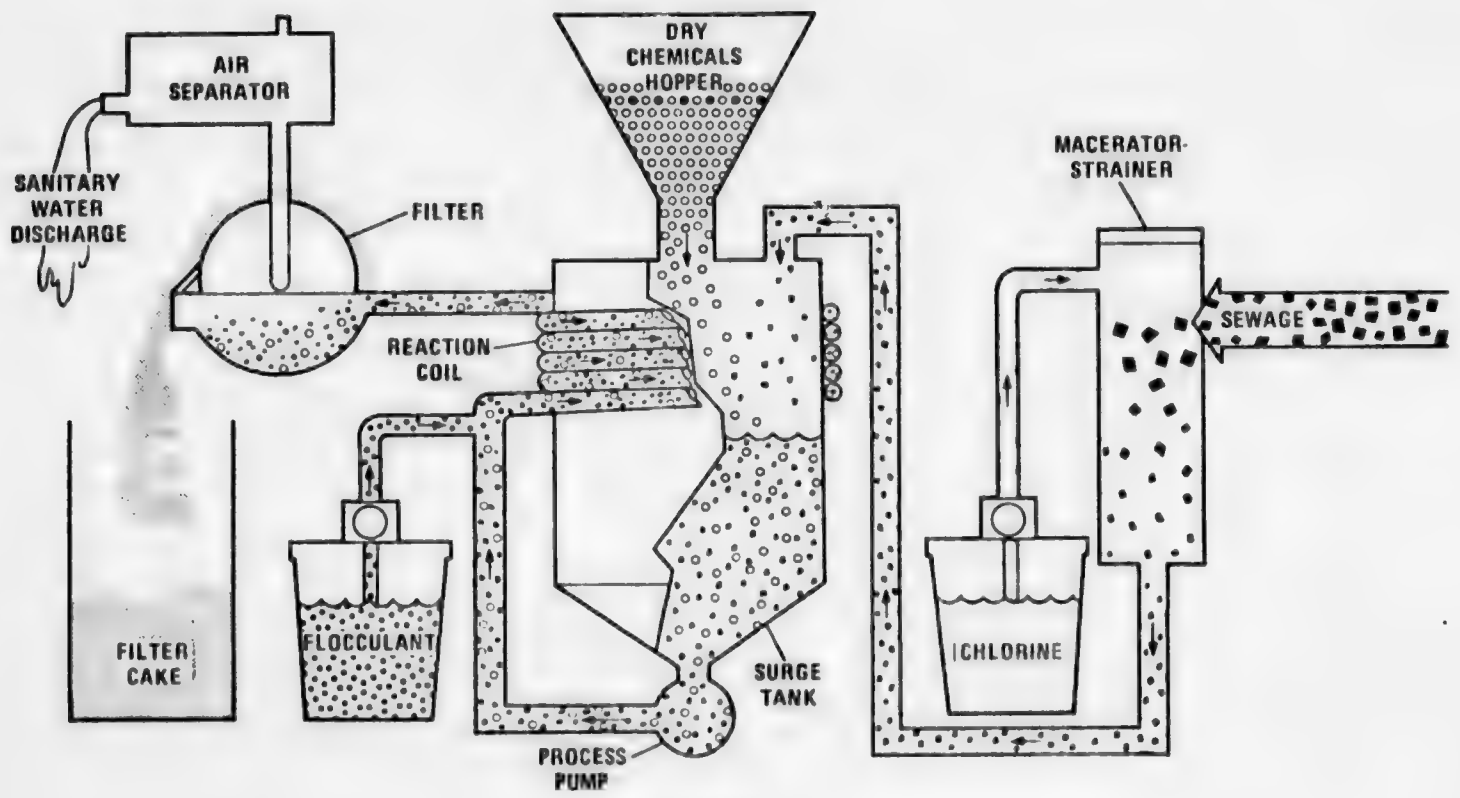


FIGURE 2

duration was performed to determine process efficiency, chemical consumption and the maintenance and service requirements of the system.

The evaluation of the waste treatment system was performed using raw sewage from the FMC Facility in San Jose and the following reagents:

- Bactericidal Agent - Calcium Hypochlorite or CDB-63 (FMC Corporation)
- Filter Aid - Johns-Manville "Celite"
- Activated carbon
- Coagulant - Alum
- Acidifying Agent - Sulfamic Acid or Sodium Bisulfate

The availability of sewage from the FMC Facility was intermittent; consequently, sewage was collected from an 8-inch main when available and stored in a 250 gallon tank for processing. The storage tank contained a variable-speed mixer and a recirculating pump to keep the solid material suspended throughout the processing period. Sewage from the holding tank was pumped to the treatment unit by means of the recirculating pump. Sewage flow to the treatment unit was set at 2 to 3 gpm. During the major portion of the study, reagent addition to the unit was on a time basis. During the latter period, the reagent addition was controlled by use of a Foxboro Magnetic Flowmeter, which gave an electrical impulse for each 2 gallons of sewage entering the system. Other reagent additions to the sewage and process flow in the unit were on the normal automatic operating mode for the system.

The process efficiency was determined by obtaining a composite sample of the raw sewage and grab samples of the effluent and filter cake when the desired processing conditions were established, such as effluent pH and chlorine residual.

Typical test results for the waste treatment system obtained during this 1000 hour test period are given in Table I for influent and effluent, respectively. The efficiency of the unit is shown graphically in Figures 3 and 4 which depict the concentration of suspended solids and BOD_5 in the influent and effluent, respectively.

TABLE I

TYPICAL SEWAGE TREATMENT EFFICIENCY

	MARINE INFLUENT SEWAGE	EFFLUENT WATER
SUSPENDED SOLIDS (MG/L)	800	10-20
BIOCHEMICAL OXYGEN DEMAND-BOD_5 (MG/L)	600	20-50
COLIFORM COUNT (MPN PER 100 ML)	1×10^{12}	3
pH	6.7-8.4	4-6
TEMPERATURE (F)	32-95	32-95
PHOSPHATE (MG/L AS PHOSPHORUS	45	1.0
NITROGEN TOTAL (MG/L)	80-120	10-30
OILS AND GREASE	500-1500	15
FILTER CAKE CHARACTERISTICS (PER CENT SOLIDS)		27
COLIFORM COUNT (MPN PER GM OF CAKE)		10

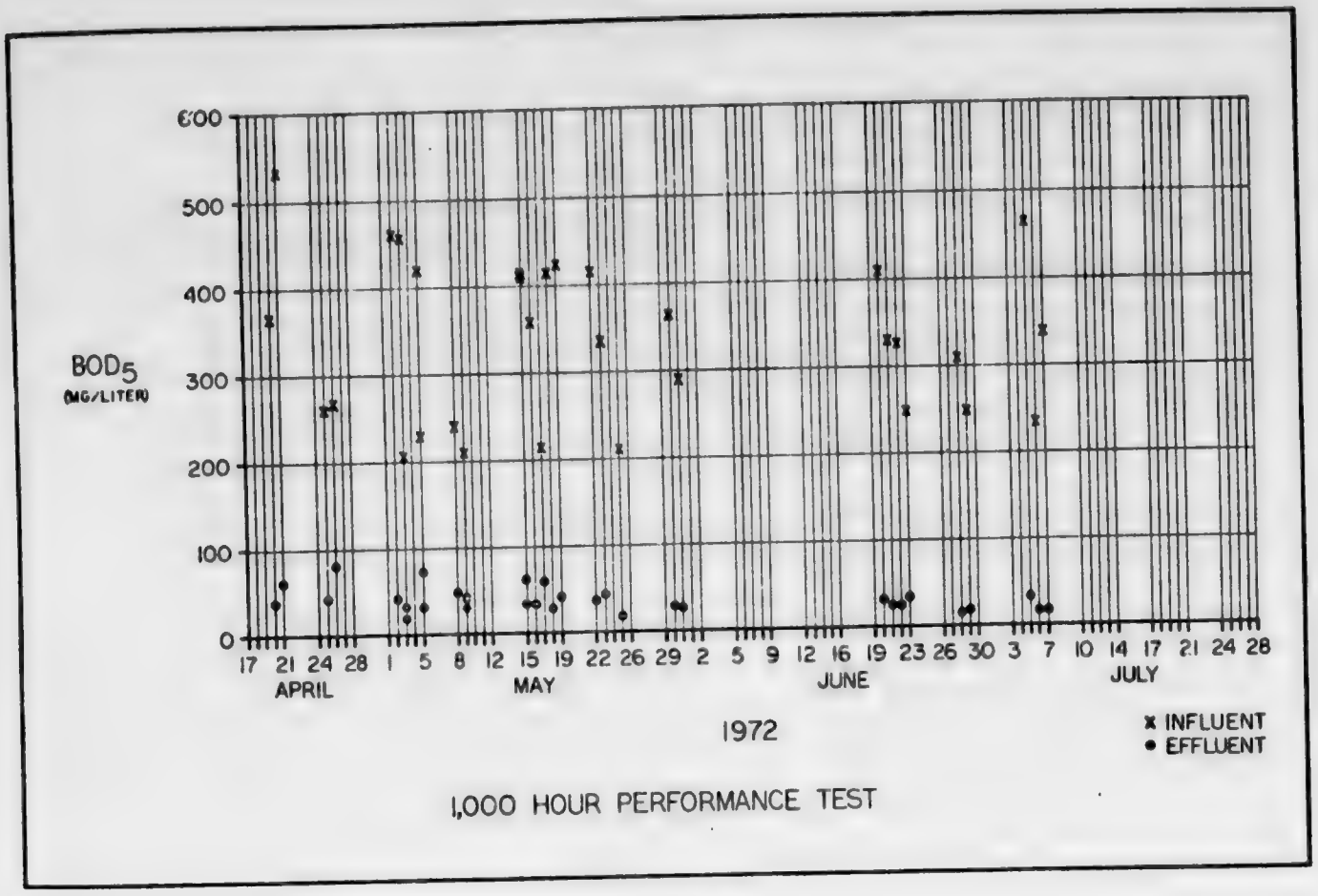


FIGURE 3

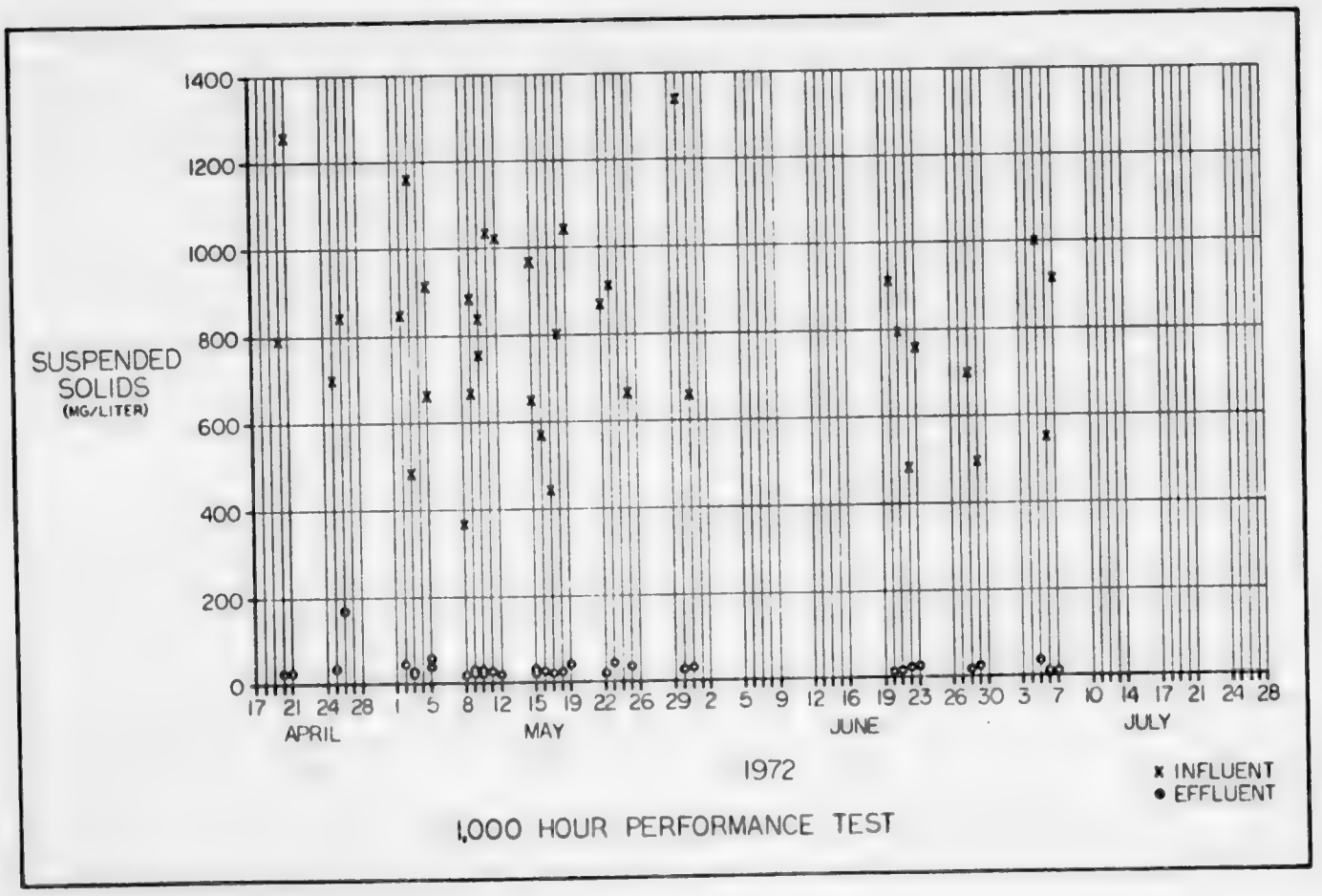


FIGURE 4

The chemical usages during the evaluation are summarized as follows:

TABLE II

CHEMICAL USAGE: POUNDS/1000 GALLONS

	AVERAGE
FILTER AID	17.3
ACTIVATED CARBON	5.7
CHLORINE ($C1_2$)	0.4
ALUM	4.8
ACIDIFYING AGENT	3.5

The 1000-hour performance evaluation of the waste treatment system indicated a very high level of performance for processing domestic wastes. Improved operation occurred for suspended solids and BOD_5 removal as the evaluation progressed into the 1000-hour test period. These phenomena resulted in a high clarity effluent. The turbidities through the test period decreased from 16 to 7 JTU's.

Biological tests for coliform organisms indicated that operation at low chlorine residuals of 0.1 to 1.0 mg/liter were satisfactory for reducing the coliform count (MPN) to about 3 or less per 100 ml. Consequently, greater usages of chlorine are not required for coliform control, but can be used for the oxidation of ammonia and urea.

During the 1000 hour test, no equipment failure occurred. Servicing requirements have been estimated to require approximately 30 minutes for each 24-hour day of operation.

Current Research

The process capabilities are currently being extended to:

- Remove oils and greases from marine bilge water.
- Process holding tank wastes from recreational watercraft and recreational vehicles.
- Produce a bacteria and virus free effluent in order that reclaimed water may be reused (non-potable) in showers or laundry.

Typical Bilge Water Process Results

Bilge waste obtained from Mare Island Naval Shipyard Vallejo, California, was processed through FMC's physical-chemical waste treatment system, and a summary of the findings follows:

First, a sample was evaluated to determine processing parameters. The sample possessed a heavy oil odor and, when allowed to stand, a black oily material collected on the surface. Analytical results showed the sample to have a grease content of 1830 mg/liter, a TOC of 309 mg/liter and a pH of 7.4.

The bilge waste was processed, resulting in a clear, water white effluent with only a trace of any oily odor. The analytical data obtained (see Table III) indicated that about 99% of the grease, 95% of the TOC, and 76% of the SOC were removed. Also, no surface refraction of light (opalescence) was obtained on samples allowed to stand for several hours, which suggests that only soluable carbon compounds were present in the effluent. This concept is supported by the small differential between the TOC and SOC data.

The results obtained are very encouraging, and indicate the adaptability of FMC's basic waste treatment system to processing bilge waste.

Holding Tank Sewage Process Results

The significant increase in leisure time activities has resulted in an unforseen side effect; a tremendous increase in the number of recreational watercraft and vehicles in which the owners use bacteriostatic chemicals in their holding tanks. When this material is dumped into sewers without adequate dilution (100 to 2500 times), the biological treatment plants receiving this material may be adversely affected.

The test data on Table IV for marine holding tank sewage from Bethel Island, California, demonstrates the effectiveness of FMC's waste treatment system in processing holding tank wastes.

The processing results indicated that SS and BOD_5 removals were 98% and 94% respectively, and the effluent from the process had a tint of blue. It should be noted that no chlorine was used for biological control and NH_3 removal for this test.

TABLE III

BILGE WASTE PROCESS RESULTS

	MINSY* BILGE WASTE	PROCESS EFFLUENT	PERCENT REMOVAL
SS MG/LITER	183	9	
GREASE MG/LITER	1830	15**	99.2
TOC MG/LITER	309	19	93.8
SOC MG/LITER	74	18	75.7
pH	7.40	8.1	
CONDUCTIVITY (μ MHO)		5600	
TURBIDITY, JTU		7	

*MARE ISLAND NAVAL SHIP YARD, VALLEJO, CALIFORNIA
**NO EVIDENCE OF OIL FILM UNDER "BLACK LIGHT"

TABLE IV

HOLDING TANK SEWAGE PROCESS RESULTS

	BETHEL ISLAND RAW SEWAGE	PROCESS EFFLUENT	PERCENT REMOVAL
SS MG/LITER	1460	26	98.2
VSS MG/LITER	1040	18	98.3
TUBIDITY, JTU		70	
TOC MG/LITER	670	179	73.7
SOC MG/LITER	355	110	69.0
BOD_5 MG/LITER	850	52	93.8
T-PO_4 MG/LITER	137	28	79.7
NH_3-N MG/LITER	539	505*	6.2*
T-N MG/LITER	683	567	17.0
pH	8.60	4.10	

*NO CHLORINE USED FOR BIOLOGICAL CONTROL AND FOR OXIDIZING AMMONIA

Virus Inactivation

The current public interest in improving the viral as well as biological quality of our surface waters resulted in FMC contracting for a study by Baylor College of Medicine, Houston, Texas. Results of this study were presented at the national meeting of the American Society of Civil Engineers in Houston last year. Table V summarizes the process efficiency.

Conclusions

The evaluation program for the preproduction model of the FMC Shipboard Waste Treatment Unit achieved design goals and specifications that were established as a solution to the control of sewage and other waste from vessels. The unit is compact, lightweight, simple in design, automatic in operation and provides for immediate start up and shut down on demand with a high quality effluent being produced during the operating cycle.

System operation was not affected by oils, greases and toxic chemicals normally present in marine sewage systems. Operator attention, chemical consumption and service requirements were minimal during the test period.

The FMC shipboard waste treatment system is suitable for installation in either of two modes – "Complete Treatment Configuration," Figure 5, and "No-Discharge Configuration," Figure 6, which should provide protection of the marine environment regardless of future changes to the law.

TABLE V

VIRUS REMOVAL EFFICIENCY OF PROCESS

	TOTAL VIRUS* (PFU-10^7)		PERCENT REMOVAL
	INFLUENT	EFFLUENT	
SEWAGE (757 MG/LITER S.S.)			
COMPLETE TREATMENT	52	0.0036	99.993
	4.3	0.0044	99.90
WITHOUT CHLORINE	9.0	0.0003	99.996
	27.0	0.016	99.94
CONTAMINATED RIVER WATER	86.0	**	----
	39.0	**	----

*TYPE I POLIOVIRUS, VACCINE STRAIN LSC

**VIRUS COULD NOT BE DETECTED IN THESE SAMPLES

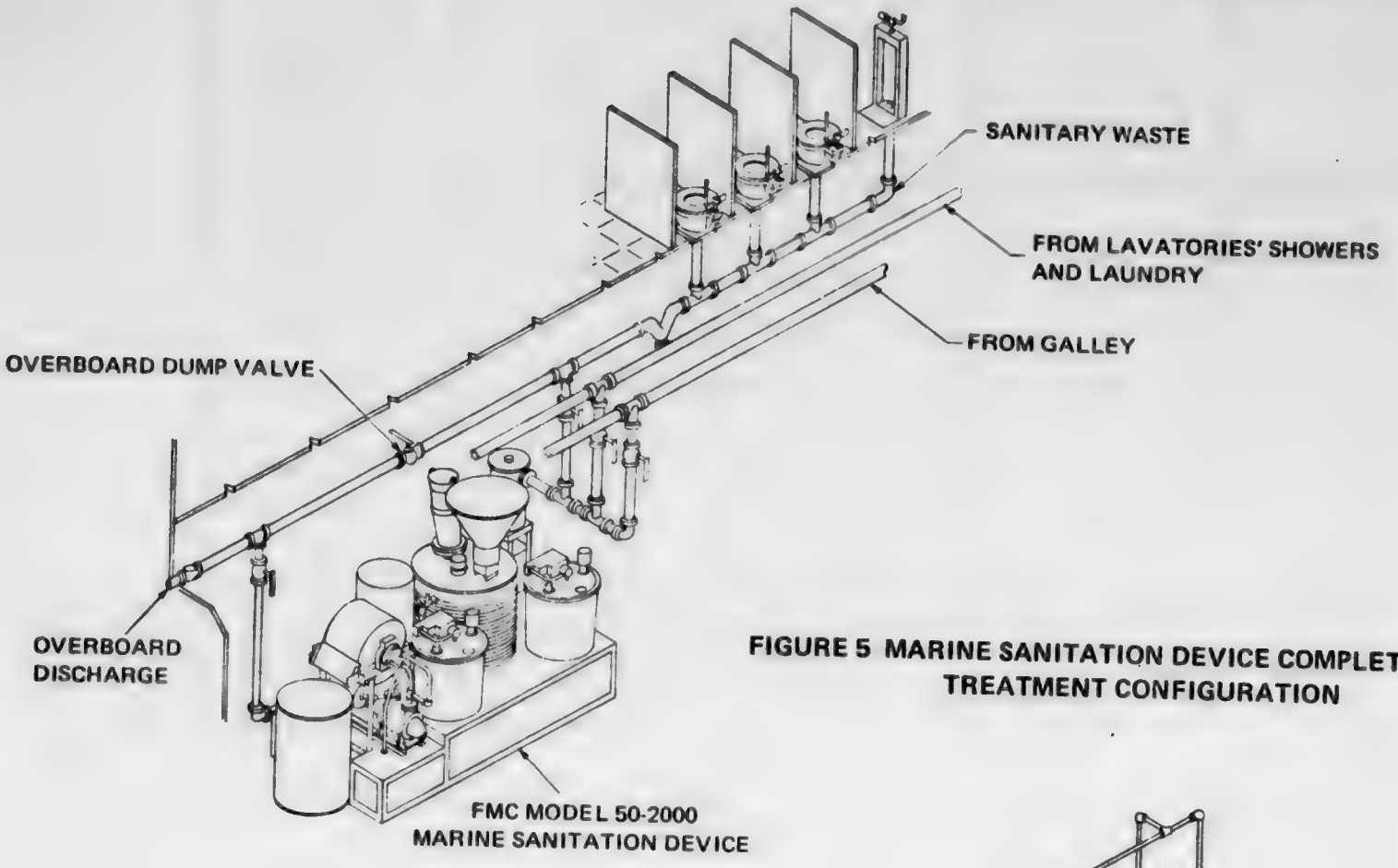


FIGURE 5 MARINE SANITATION DEVICE COMPLETE TREATMENT CONFIGURATION

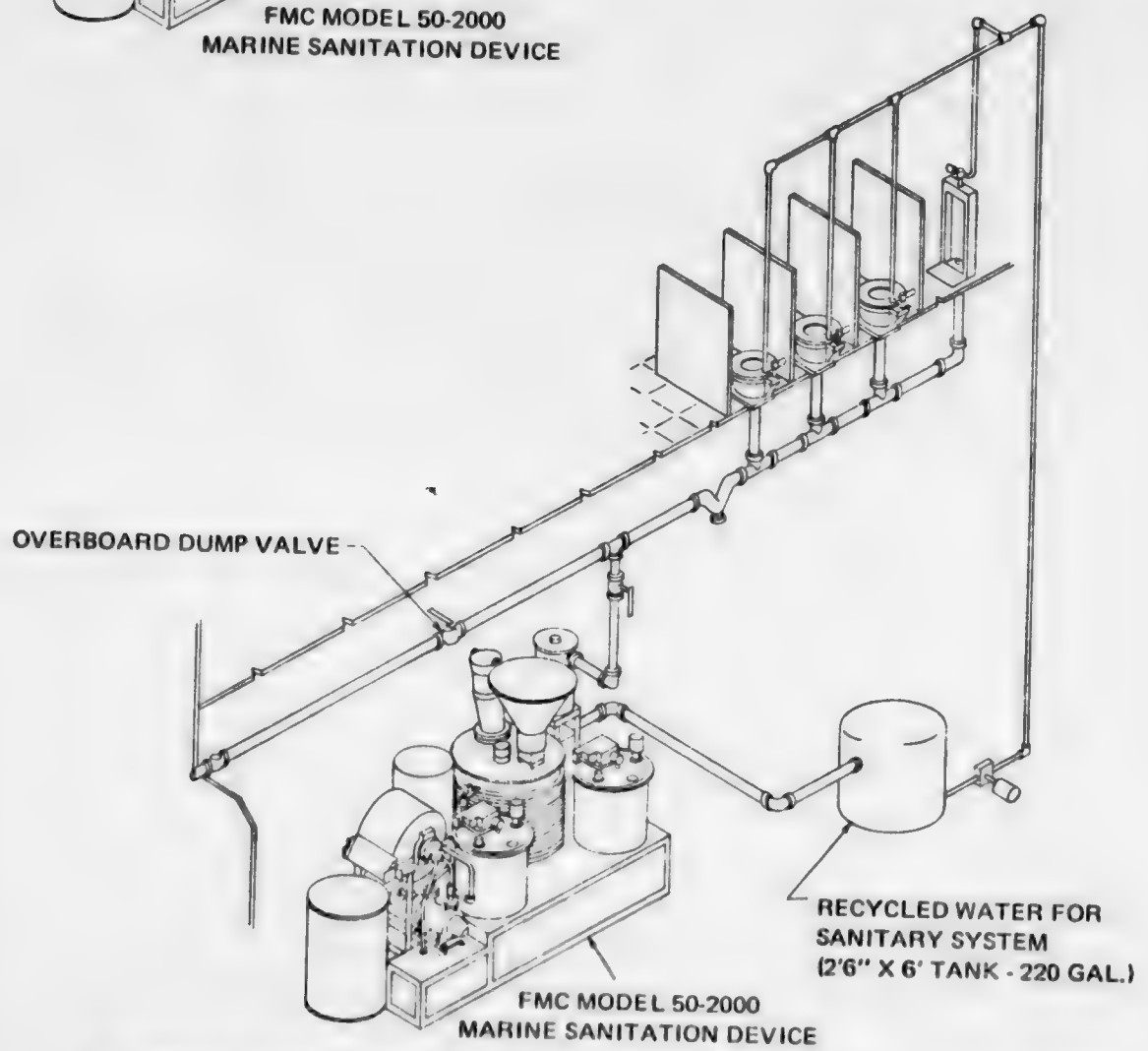


FIGURE 6 MARINE SANITATION DEVICE "NO-DISCHARGE" CONFIGURATION

MARINE SANITATION DEVICE
DESIGN CHARACTERISTICS

MODEL	OVERALL DIM.	DRY WT. LB.	OPER. WT. LB.	DESIGN FLOW RATE G. P. D.	VACUUM FILTER SIZE SQ. FT.	ELECT. DEMAND MAX KVA	HEAVY METAL REMOVAL
50-2000	L 94" W 48" H 80"	2,500	3,200	#22,500 4,000	5	12	NO
50-3000	L 94" W 48" H 80"	2,600	3,300	$27,000 8,000	10	12	NO
This model adapted to use of trailer 50-4000 dumping stations	L 106" W 48" H 81"	3,100	4,000	$28,000 8,000	10	12	YES
50-8000	L 18'-0" W 8'-0" H 8'-8"	8,000	16,000	#40,000 50,000	110	12	NO

CH2M HILL

AIR & WATER LABORATORY
CLAIR A. HILL & ASSOCIATES
1525 Court Street P.O. Box 2088, Redding, California 96001, Telephone: 916/243-5831

REF NO. 445

Physical
Chemical &
Bacteriological
Analysis

SPECIFIC ANALYSIS

REPORT TO FMC Environmental Engr. Labs
1185 Coleman Ave., Santa Clara, CA 95052
ATTN: Mr. M. F. Hobbs

SAMPLE DESCRIPTION

DATE OF SAMPLE _____ DATE RECEIVED 6/25/73 DATE TESTED _____

ANALYSIS	388-48-1	388-49-2	388-48-2	388-49-3
pH	7.28	7.20	10.00	10.10
Sus. Solids	220	150	2	4
Vol Sus. Solids	140	120	1	1
Total Solids	490	510	3000	2560
Total Vol Sol	250	300	230	240
Total PO_4	27.6	41.8	1.2	1.3
TKN as N	59.2	93.5	10.8	65.7
BOD_5	160	240	1	1
COD	325	400	66	140
TOC	96	141	20	45
SOC	35	49	18	39
Zn	0.25	<0.25	0.16	0.03
Turbidity (JTU)	-	-	0.90	2.3

REPORTED BY [signature]

COMMENTS

All analyses by "Standard Methods" unless noted otherwise

State Approved Water Laboratory For Chemical and Bacteriological Examinations AW-102

CH2M HILL

AIR & WATER LABORATORY
CLAIR A. HILL & ASSOCIATES
1525 Court Street P.O. Box 2088, Redding, California 96001, Telephone: 916/243-5831

REF NO. 445

Physical
Chemical &
Bacteriological
Analysis

SPECIFIC ANALYSIS

REPORT TO

ATTN:

SAMPLE DESCRIPTION

DATE OF SAMPLE DATE RECEIVED DATE TESTED

	Total Solids	Total Vol Solids
388-49-1	32.7%	7.79% of original sample
388-50-2	31.7%	7.73% of original sample

	Total Coliforms MPN/100 mls
388-48-1	2,300,000
388-49-2	23,000,000
388-48-2 (effluent)	L2
388-49-3 (effluent)	L2
388-48-3 (cake)	7 8/gm of Dry Cake
388-50-1 (cake)	4 4/gm of Dry Cake

REPORTED BY

COMMENTS

All analyses by "Standard Methods" unless noted otherwise

State Approved Water Laboratory For Chemical and Bacteriological Examinations AW-102

831

March 27, 1973
Salem, Oregon

Mr. L. H. Young
Office Engineer

Sanitary Facilities
South Umpqua, Cabin Creek,
Siskiyou and Boardman
Rest Areas

B U I L D I N G

You have received a copy of the report prepared by Walt Hart on five rest areas needing additional sanitary sewerage treatment facilities.

By copy of this letter I am asking those who are involved in the planning for expansion of these rest areas to supply that information as requested by Mr. Hart in order that we may design the corrective treatment facilities large enough to include anticipated future expansion.

I would like to hold to his suggested scheduling date of not later than June for having all five projects under contract.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: F. B. Klaboe
A. E. Johnson
Walt Hart
Frank Hall
J. H. Versteeg
W. E. Schwartz
Roy Olson

FORM E-10

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

RECEIVED
MAR 19 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE March 16, 1973

TO Mr. E. S. Hunter Hold for
Assistant State Highway Engineer

FROM Walter J. Hart
Bridge Engineer Walter J Hart

SUBJECT Sanitary Facilities
South Umpqua, Cabin Creek,
Siskiyou, and Boardman
Rest Areas

The inadequate sanitary facilities in Region 3 mentioned in your letter of March 5 were surveyed in the field Thursday and Friday, March 1 and 2. The conclusions reached after checking these facilities are as follows:

1. South Umpqua Rest Area (NB)

It was found that the disposal field was inundated by the intrusion of ground water above the field lateral tile. Adequate dewatering of the field by ditching and trenching should eliminate the standing ditch water and high ground water table which had made this disposal field inoperative. If this operation is successful, the disposal field should be able to service the area for three to four years.

2. South Umpqua Rest Area (SB)

The disposal field installed by Maintenance is operating satisfactorily and with alternate use with the original disposal fields should be adequate for another two to three years.

3. Cabin Creek Rest Area (NB)

The present disposal fields were excavated and it was determined that the northerly field was carrying most, or all of the load. The alternate south disposal field has not been used in the past and is one of the principal reasons for our current problems. The distribution and divergent boxes were uncovered and the distribution box for the northerly field shows signs of being flooded. Since that time the southerly field has started working on its own and from the condition of the field the laterals should serve for another two or three years. The District Engineer was given instructions about how to prolong the life of these disposal fields by alternating their use.

The ultimate solution for disposal problems at this area is a lagoon, but this can only be designed after expansion consideration has been made.

4. Cabin Creek Rest Area (SB)

This is the only area where it is necessary to spend any substantial amount of money, approximately $5,000. The disposal fields are completely inoperative and the effluent is running into the nearby ditch. We are now designing and estimating relative costs of two on-site disposal fields.

One of these disposal fields would be above the rest area in a wooded area above the development line. This design would necessitate pumping the effluent about 600 feet and the field would be layed among the trees which would aid in transpiration of the effluent. No large trees would be removed and the woodsy setting would be maintained.

The other alternative would be in the brushy median between the parking area and the south-bound roadway. This area would require installing a new four-inch water line around the disposal field. This water line goes from the water supply reservoir to the north-bound area about a half mile away.

The District Engineer was asked to take percolation tests of each location to determine the suitability of the soils. Four to five years is the expected life of the proposed disposal field.

5. Boardman Rest Area

This area's waste system now discharges its effluent with no treatment other than disinfecting, directly into the adjacent creek on the west-bound area. The conditions that existed when the area was constructed are still the same. Although this system does not meet present DEQ standards, it will continue to function as designed until a new lagoon system can be constructed and put into operation.

Although the recommendations given to the District Engineer are not a permanent solution, it does create a livable condition for the next two or three years. Therefore the only pressing problem to deal with immediately is the condition at Boardman Rest Area in Region 5. A contract should be let at the earliest possible date. We are continuing our study of possible solutions to the problems at all of our safety rest areas. The present recommendation should keep these facilities in operation until a satisfactory solution to the overall problem can be arrived at.

Therefore, I recommend that the Road Design Section be contacted for their consideration of probable expansion to be considered in the final design of the waste disposal system.

South Umpqua, Cabin Creek and Siskiyou Rest Areas should be scheduled for expansion, construction and completion no later than June of 1976. The ensuing time should be adequate for programing, scheduling, design and construction for these rest area expansions.

GJB:dh

cc A. E. Johnson
L. H. Young
J. H. Versteeg
W. E. Schwartz
F. L. Hall
Roy Olson

RECEIVED
JAN 5 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 2, 1973

NOTED
A. E. JOHNSON

To: Walter J. Hart
Bridge Engineer
S A L E M

SUBJECT: Investigations of Sewage Disposal Facilities
Cabin Creek Safety Rest Area
Manzanita Safety Rest Area
South Umpqua Safety Rest Area
Pacific Highway

Attention L. L. Wallace

As per our recent phone conversation, we will make an investigation of the sewage disposal facilities at these rest areas. We do have some concern about the outcome of these investigations as follows:

1. Use during the past two months may be less than 25% of the tourist season.
2. How water tables may make evaluation of the sewage disposal systems difficult.
3. The Manzanita Safety Rest Area system is operating on a six months temporary permit. If we invite inspection we need to have a correction plan and date in mind.
4. The South Umpqua Rest Area disposal system is not adequate and we may have a problem explaining why we are not scheduling a larger system.

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. VERSTEEG
Region Engineer

JHV/cw

cc A. E. Johnson
E. S. Hunter

RECEIVED
JAN 3 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
DEC 1972
FOR FILING

FORM 8-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE December 14, 1972

TO J. Versteeg
Region 3 Engineer

FROM Walter J. Hart
Bridge Engineer

NOTED
A. E. JOHNSON

SUBJECT Investigations of Sewage Disposal Facilities
Cabin Creek Safety Rest Area
Manzanita Safety Rest Area
South Umpqua Safety Rest Area
Pacific Highway

As a result of the existing sewage disposal problems at the subject rest areas and several other areas, we feel that field investigations of the existing septic tank, drain field systems are necessary.

This work is requested in order that we may fully evaluate the cause of the malfunctions and take into account these findings when we design the expansion of these facilities and the building of new sewage disposal facilities.

These investigations should be conducted on sewage systems at Cabin Creek, South Umpqua, and the northbound Manzanita Safety Rest Areas. These investigations should consist of checking out septic tanks, distribution boxes, supply lines from septic tanks to distribution boxes, and digging into various areas of drain fields.

This work should be conducted by someone capable of evaluating the findings. We would also recommend that the local county sanitarian be present to assist in evaluating the findings. A representative of the Health Division should also be present.

This work at Cabin Creek and Manzanita should be charged to preliminary engineering. The investigation at South Umpqua will have to be charged to maintenance funds as it is not scheduled for expansion. This work should be accomplished as soon as possible.

DOC/ag
cc A. E. Johnson
E. S. Hunter
Roy Olson

RECEIVED
DEC 18 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

8.311

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 24, 1972

TO Mr. Walter J. Hart
Bridge Engineer

FROM Duane O. Christensen
Supervising Design Engineer

SUBJECT Safety Rest Area Deficiencies

We have studied the sewage disposal and water supply problems that exist in the various regions and recommend that the following work be done in order listed. This order is our determination of priority in which the project should be worked on and is based on correcting problems that are detrimental to next year's operation and as an interim step to expansion.

1. Manzanita Safety Rest Area - Region 3

   Sewage Disposal - Present facilities are on a septic-tank-drain-field system which is operating on a temporary permit from DEQ. Negotiations are underway to have Wasteco, Inc. design and install a waste treatment facility as an experimental project.

   In addition there will be an expansion of the facilities to include a gravity type water system, new toilet buildings, revising existing facilities for the new system.

   A contract to revise the parking areas and provide a new well has been completed.

   This work is presently being programed with FHWA for an early contract.

2. Memaloose Safety Rest Area - Region 4

   An expansion project for this area is presently on the schedule for the February 22, 1973, bid opening. This contract will add two new toilet buildings, a new water supply (well has been drilled and sufficient water is available), and a new sewage disposal facility.

3. Cabin Creek Safety Rest Area - Region 3

   Water Supply - Private well is presently effecting the saline content and drawdown of the wells. The StateEngineer is taking action to eliminate

NOTED
E. S. HUNTER

NOTED
W. J. HART

this interference. Well No. 8 should be back-filled with concrete below the 122-foot level to seal off the salt zone (about 15 feet). Replace existing pump at well No. 8 with smaller pump capable of supplying 20 gpm to prevent excessive drawdown. Irrigation should be limited to 50,000 gpd on an automatic sprinkler system. This will adequately irrigate five acres of lawn on an 8-hour schedule. Any further irrigation need will have to be supplied from some other source. Additional expansion is permissible provided the sewage disposal problem can be solved.

Sewage disposal - Install new 10,000 gallon septic tanks at each unit to replace present 4,000 gallon tanks. Existing tanks are way too small and possibly contributed to our problems by clogging drainage field lines.

Construct new seepage bed drainage field on state park property about 1200 feet northeast of the southbound unit building. This would serve the unit until any expansion is proposed. The northbound unit can be served on new seepage beds built up in the wooded area on the northeast side. Two beds should be constructed at each site and used alternately.

When expansion of these areas are proposed it should include a lagoon in the vicinity of Chenowith Park Interchange.

It is recommended that further expansion of this rest area not be done until suitable solution to the sewage problems are worked out.

4. Boardman Safety Rest Area - Region 5

Sewage Disposal - The most likely solution to the sewage disposal problem at this site would be sewage lagoon, polishing pond, and chlorination system. The DEQ has indicated that effluent dumping would be permissible into the irrigation ditch at times of adequate runoff. The effluent would necessarily have to be impounded until such times.

5. South Umpqua Safety Rest Area - Region 3

Water Supply - Join the community water district or construct a 25,000 gallon hillside reservoir near the community tank. A well on the Booth Ranch would be necessary to supplement the existing well if we went our own way.

Sewage Disposal - The southbound unit has had a new disposal field installed beyond the two existing fields. At the present time this field is saturated.

The northbound area's disposal field is also saturated. There is some evidence that this field has been driven on and could have some broken tile. The ditches have water backing up in them and a culvert to the south floods over the field. Before abandoning this field, some investigation should be done. Dye tests, digging up some of the laterals, exposing the distribution boxes, et cetera, to determine the extent to which these field are inoperable.

If these investigations are negative, then the only other solution would be the same type of treatment proposed for Boardman Safety Rest Area on a site across the freeway from the southbound unit.

6. Siskiyou Safety Rest Area - Region 3

Water Supply - It is necessary to test existing well to find out how much this well is producing. Additional right of way should be obtained to the east of the present area so further exploration can be made for additional wells, sewage disposal, and expansion. After testing of the existing well, a reservoir should be constructed on the hillside directly west of the freeway to change the system to a gravity type.

Sewage Disposal - Requires new right of way so sufficient area for a disposal field can be had, a 10,000 gallon septic tank should be installed, stilling tank, and two disposal fields to be used alternately.

With the problems presently encountered, expansion of this area should not proceed until these have been solved.

The additional land acquisition for the disposal field should also include land requirements for future expansion.

7. Cow Creek Safety Rest Area - Region 3

Water supply - The well supplying both northbound and southbound units has some plumbing problems. The best solution to this would be a 50,000 gallon reservoir on the hillside to the east of the northbound unit and installation of an automatic sprinkler system to even out the demand on the system. The reservoir would be located on land already owned by the Highway Division so additional right of way would not be needed.

Sewage disposal is not critical, but installation of a 10,000 gallon septic tank at each unit would forestall any problems.

8. Gettings Creek Safety Rest Area - Region 3

Water Supply - This area is presently being explored for a new well. Well development should proceed as planned so any future expansion will

not have to depend on the existing source. The existing well has been diminishing its supply of water the last few years and it would be a good idea to find out why. It is possible that the well screen has plugged and needs cleaning. Therefore the well liner and pump should be pulled and cleaned and the well tested. This would give us an idea as to what to expect of the new well. The new well would be plumbed into the existing system. An automatic irrigation system should be installed to even out the demand on the system.

Sewage disposal is not presently a problem.

We do not recommend expansion at this site unless sufficient water is obtained.

9. Dooley Mountain Safety Rest Area - Region 5

Water Supply - Water supply is from a spring located on the site. Attempts to clean this spring have proven unsuccessful and water samples are poluted. It will be necessary to build a springhouse and provide a chlorinator if we keep this area operating.

Vault-type forest toilets should be used in locations of this type.

10. Chief Joseph Canyon Viewpoint - Region 5

Vault-type forest toilets should be installed at this site. The U.S. Forest Service has indicated to the District Engineer that they are trying to eliminate the use of pit toilets in the National Forests.

The estimated costs for these improvements are shown on the accompanying outline. These proposals should be sent to the respective regions for their concurrence and investigation. The State Department of Environmental Quality has been informed of our proposals for their information and advice, but the Regional Engineer should contact the local County Sanitarians for a permit to proceed with these proposals.

GJB:dh
Attachment
cc R. W. Ellisor
L. L. Wallace
D. O. Christensen
R. F. Knapp

Outline-Rest Area Deficiencies

The following is an outline of current Rest Area deficiencies listed in decending order of need. The costs listed are for the interim solutions to these problems and don't include monies for expansion and ultimate solutions in most cases.

1. Manzanita SRA - Region 111

   Water supply & Sewage Treatment included in expansion plans.

   Cost-(plans now being prepared)

2. Memaloose SRA -Region 1V

   Water supply & Sewage Treatment included in expansion plans.

   Cost-(plans now being prepared)

3. Cabin Creek SRA - Region 111

   (a.) Water Supply (including irrigation)

   Cost - $9200

   (b.) Sewage disposal

   (includes sewage pumping, and disposal fields)

   Cost -$29800

   Total Cost (includes 20% E & C) = $46,800

4. Boardman SRA - Region V

   Sewage disposal-(includes 2 lagoon ponds & Chlorination System)

   Total Cost (includes 20% E & C and R/W acquistion) = $50,000

5. South Umpqua SRA - Region 111

   (a.) Water Supply (includes new well, reservoir, and land acquistion)

   Cost- $66,000

(b.) Sewage disposal- (includes 2 lagoon ponds, Chlorination System, and land acquistion)

Cost--$51,000

Total Cost (includes 20% E & C) = $140,000

6. Siskiyou SRA - Region 111

(a.) Water Supply (includes reservoir, irrigation, and land acquistion)

Cost--$38,000

(b.) Sewage disposal (includes septic tank, disposal field, and Land acquistion for future expansion)

Cost -- $31,000

Total Cost (includes 20% E & C) = $83,000

7. Cow Creek SRA - Region 111

(a.) Water Supply (includes irrigation system, reservoir, and Chlorination system)

Cost -- $30,000

(b.) Sewage Disposal (includes new septic tanks)

Cost-- $9000

Total Cost (Includes 20% E & C) = $47,000

8. Getting Creek SRA - Region 111

Water Supply (Includes new well, pumps, land acquistion, and irrigation system)

Total (Includes 20% E & C) = $25,000

9. Dooley Mountain SRA - Region V

(a.) Water Supply (includes spring house & Chlorinator)

Cost -- $2000

(b.) Sewage disposal-(Vault toilet & bldg.)

Cost --$2500

Total Cost (Includes 20% E & C) = $5400

10. Chief Joseph Canyon Viewpoint - Region V

Sewage disposal - Vault Toilet and Bldg.)

Cost (Includes 20% E & C = $ 3,000

Total Cost of all improvements
(Exluding Manzanita SRA and Memaloose SRA) = $400,200

8312 Fern Valley Rd. & Valley View 197
Rd. Sec. of Rogue Valley Hwy.
(Traffic signal install.)

CIA 5435 9-2-75
CIA 5434 9-2-75

1312

September 6, 1978

Williams, Stark, Hiefield, Norville & Griffin, P.C.
Attorneys and Counselors at Law
Suite 775, Boise Cascade Building
1600 S.W. Fourth Avenue
Portland, OR 97201

Attention: Michael D. Williams

Gentlemen:

In response to your letter of August 31, 1978, we are attaching certified copies of the following documents pertaining to Contract No. 8312 with Hamilton Electric, Inc. for a traffic signal installation on Fern Valley Road and Valley View Road in Jackson County:

1) Report of Action Under Delegated Authority by State Highway Engineer showing the acceptance of Contract No. 8312. (In your letter you ask for a copy of the resolution accepting this job. The Transportation Commission no longer adopts resolutions accepting projects and has delegated that authority to the State Highway Engineer. The report we have attached replaces the resolution and is reported to the Transportation Commission by the State Highway Engineer and entered in the minutes of the Commission meeting.)

2) Letter dated January 12, 1977, from Richard E. Alexander, Attorney at Law, and attached Notice of Claim.

3) Letter dated January 17, 1977, from C. W. Head, Commission Services, acknowledging receipt of this claim.

Your letter refers to a notice of claim filed with General Electric Supply Co. on March 16, 1977. We have no record of a claim filed on that day. The claim dated in January is the only claim we have on record and have certified that one.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn:kkr
Enclosures

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, C. W. Head, Manager, Commission Services, Department of Transportation, do hereby certify that the attached photocopy of the Report of Action Under Delegated Authority by State Highway Engineer which lists H. S. Coulter's approval of October 6, 1976, on behalf of the Transportation Commission, of State Highway Division Contract No. 8312, Fern Valley Road and Valley View Road, Jackson County, has been compared with the original on file as Exhibit B in the Transportation Commission's minutes of October 26, 1976, Salem, Oregon, and that the same is a true and correct copy of said report and of the whole thereof.

DATED this 6th day of September, 1978.

C. W. Head
COMMISSION SERVICES

EXHIBIT B
MINUTES OF 10-26-76

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Robert H. O'Hair & O'Hair Const. Co., No. 8197	Sage Hen Hill-Hines, Harney County	September 29, 1976
Babler Bros., Inc., No. 8047	Arlington Intchge.-Irrigon Jct., Gilliam and Morrow Counties	September 29, 1976
F. H. McEwen Constr., No. 8212	Goshen-Cottage Grove, Lane County	September 30, 1976
Roy L. Matchett, Inc., No. 8346	Warner Rock Production, Lake County	October 6, 1976
Hamilton Electric, Inc., No. 8312	Fern Valley Road and Valley View Road, Jackson County	October 6, 1976
Clark Painting Co., No. 8297	Siletz River Bridges Maintenance, Lincoln County	October 6, 1976
Cascade Construction Company, Inc., No. 8390	Hubbard (5th St.), Marion County	October 15, 1976
Robert H. O'Hair & O'Hair Const. Co., No. 8220	M.P. 5.3 to M.P. 15.5 Unit, Riley-Lake Co. Line, Harney County	October 19, 1976

October 19, 1976

H. S. Coulter, State Highway Engineer

STATE OF OREGON)
)
COUNTY OF MARION) ss

I, C. W. Head, Manager, Commission Services, Department of Transportation, do hereby certify that the following photocopies attached hereto have been compared with the letters and notice as filed in the records of the Oregon Transportation Commission, Salem, Oregon, and that the said copies are true and correct copies of the said letters and notice and of the whole thereof:

Letter dated 1-12-77 from Richard E. Alexander, Attorney at Law, and attached Notice of Claim filed on behalf of General Electric Supply Co. against Hamilton Electric, Inc. and Great American Insurance Company in the amount of $750, plus interest.

Letter dated 1-17-77 from C. W. Head, Commission Services, acknowledging the above letter and forwarding Mr. Alexander's letter and Notice of Claim to Hamilton Electric, Inc., Great American Insurance Co. and to the Secretary of State for filing.

DATED this 6th day of September, 1978.

C. W. Head
COMMISSION SERVICES

WILLIAMS, STARK, HIEFIELD, NORVILLE & GRIFFIN, P. C.
ATTORNEYS AND COUNSELORS AT LAW
SUITE 775, BOISE CASCADE BUILDING
1600 S.W. FOURTH AVENUE
PORTLAND, OREGON 97201

DAVID R. WILLIAMS
DONALD R. STARK
PRESTON C. HIEFIELD, JR.
OLIVER I. NORVILLE
JAMES E. GRIFFIN
MICHAEL D. WILLIAMS

TELEPHONE
(503) 222-9966

August 31, 1978

IN REPLY PLEASE REFER TO
FILE NO. 76-197

Oregon State Highway Department
Department of Transportation
Commissions Services Office
Salem, Oregon 97310

Re: State of Oregon ex rel, General Electric Supply Co. v. Hamilton Electric, Inc. (Multnomah County Circuit Court No. A77-06-08239)

Gentlepeople:

We represent the plaintiff in the above matter which is an action on a bond pursuant to ORS 279.526 et seq. The bond was furnished by Great American Insurance Company on Oregon State Highway Department Contract No. 8312 wherein Hamilton Electric, Inc. was the prime contractor with the State of Oregon at the job site at Fern Valley Road and Valley View Road in Medford, Oregon. This matter has been scheduled for trial on October 13, 1978.

Would you please provide me with a certified copy of the notice of claim filed with General Electric Supply Co. on March 16, 1977 together with a certified copy of the resultion of the Highway Department accepting the job.

Very truly yours,

WILLIAMS, STARK, HIEFIELD,
NORVILLE & GRIFFIN, P.C.

Michael D. Williams
MICHAEL D. WILLIAMS

MDW:clk

NOTED
C. W. HEAD

RECEIVED
SEP 1 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8312

45

January 19, 1977

Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

Gentlemen:

A second post-final payment for $231.77 will be made to Hamilton Electric, Inc., on Contract No. 8312 for a traffic signal installation on Fern Valley Road and Valley View Road at Rogue Valley Highway in Jackson County as soon as the warrant is prepared.

The total amount paid on this contract will be $50,360.11 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

cc Hamilton Electric, Inc.
232 West 5th Ave.
P. O. Box 708
Eugene, OR 97401

C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

RECEIVED
JAN 18 1977
NORMA PAULUS
SECRETARY OF STATE

FILED
JAN 19 1977
NORMA PAULUS
SECRETARY OF STATE

5174

January 17, 1977

Williams, Stark, Hiefield, Norville & Griffin
Attorneys and Counselors at Law
Boise Cascade Building
Portland, OR 97201

Attention: Richard E. Alexander

ED G
1-24-77

Gentlemen:

Reference is made to your letter of January 12 with attached Notice of Claim of General Electric Supply Company stating that they have a claim for light poles furnished in the sum of $750 plus interest against the bond taken from Hamilton Electric, Inc., and Great American Insurance Company.

This appears to be in connection with the Hamilton Electric, Inc., Contract No. 8312, Fern Valley Road and Valley View Road Section Project in Jackson County.

The Great American Insurance Company furnished the performance bond on this contract. We will advise the surety and the principal contractor of the receipt of this claim and we will forward it to the Secretary of State for filing.

Please let us know when this claim has been satisfied.

Very truly yours,

C. W. HEAD
C. W. Head
COMMISSION SERVICES

CWH:fkn

cc Hamilton Electric, Inc.
Great American Insurance Co.
Hon. Norma Paulus - Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

RECEIVED
JAN 20
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

WILLIAMS, STARK, HIEFIELD, NORVILLE & GRIFFIN, P. C.
ATTORNEYS AND COUNSELORS AT LAW
BOISE CASCADE BUILDING
PORTLAND, OREGON 97201
TELEPHONE 222-9966

DAVID R. WILLIAMS
DONALD R. STARK
PRESTON C. HIEFIELD, JR.
OLIVER I. NORVILLE
JAMES E. GRIFFIN
RICHARD E. ALEXANDER
GARY M. ANDERSON
MICHAEL D. WILLIAMS

January 12, 1977

IN REPLY PLEASE REFER TO
FILE NO. 76-197

Clerk
Oregon Transportation Commission
State Highway Building
Salem, Oregon 97310

Gentlemen:

Pursuant to ORS 279.528 I am enclosing herewith a notice of claim by General Electric Supply Company against Hamilton Electric, Inc., and its surety, Great American Insurance Company of Seattle, for payment for certain materials on the construction on Fern Valley Road, and Valley View Road, in Medford, Oregon, contract no. 8312.

Very truly yours,

WILLIAMS, STARK, HIEFIELD,
NORVILLE & GRIFFIN, P.C.

RICHARD E. ALEXANDER

REA:clk

cc: Hamilton Electric, Inc.
Great American Insurance Co., of Seattle

RECEIVED
JAN 14 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

NOTICE OF CLAIM

TO: OREGON TRANSPORTATION COMMISSION
State of Oregon (Oregon State Highway Department)

NOTICE IS HEREBY GIVEN that the undersigned, GENERAL ELECTRIC SUPPLY COMPANY, a division of GENERAL ELECTRIC COMPANY, has a claim for light poles furnished in the sum of $750.00, plus interest from the date due, against the bond taken from HAMILTON ELECTRIC, INC., and GREAT AMERICAN INSURANCE COMPANY OF SEATTLE for the construction work on the Fern Valley Road, and Valley View Road, in Medford, Oregon, contract No. 8312.

GENERAL ELECTRIC SUPPLY CO.

By _____
R. J. IACOPI

WILLIAMS, STARK, HIEFIELD,
NORVILLE & GRIFFIN, P.C.

By _____
RICHARD E. ALEXANDER
Of Attorneys for General Electric Supply Co.

RECEIVED
JAN 14 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8312

1b

November 2, 1976

Great American Insurance Co.
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

Gentlemen:

A post-final payment for $1,264.62 will be made to Hamilton Electric, Inc. on Contract No. 8312 for work on the Fern Valley Road and Valley View Road Section of the Rogue Valley Highway in Jackson County as soon as the warrant is prepared.

The total amount paid on this contract will be $50,128.34 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Hamilton Electric, Inc.
232 West 5th Avenue
P. O. Box 708
Eugene, OR 97401

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
A. Shirley

8312

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 29, 1976

HIGHWAY BUILDING • SALEM, OREGON • 97310

Oregon State Treasurer
Room 103 Capitol Building
Salem, Oregon 97310

Attention: Merle Crowe

Re: Hamilton Electric Inc.
Contract 8312

Our contract 8312 with Hamilton Electric Inc. has been finaled. Please cancel your safekeeping receipt no. 2008 and return the $5,000 in bonds deposited in lieu of retainage on this contract to Hamilton Electric

Vernon E. Skoog
Controller

By _____
Janice H. Peterson
Contract Payments Executive

cc: Hamilton Electric Inc.

bc: C.W. Head
R. Church
C. Barrett

NOTED
C. W. HEAD

8312

October 27, 1976

Hamilton Electric, Inc.
232 W. Fifth
P. O. Box 708
Eugene, OR 97401

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8312 for work on the Fern Valley Road and Valley View Road Section of the Rogue Valley Highway in Jackson County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 15 days is granted (one-half of the liquidated damages) because of late delivery of Valmont poles. This 15 days is based on the State sharing in the responsibility for the delay caused by checking pole shop drawings. The specified pole listing contained in the special provisions made checking of drawings unnecessary.

This will leave $750 liquidated damages in effect.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Alfred Shirley

JAB:fr/ESH:ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 21, 1976

FILE: CON 5 #8312

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Fern Valley Rd. & Valley View Rd.
Contract No. 8312
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

Herewith request from Hamilton Electric, Inc. for an additional 30 days which would delete all liquidated damages on this project. The request is based on the usual sad story about late delivery of Valmont poles. This contract covered signal installations at two intersections on the Rogue Valley Highway. Some pertinent dates are:

Bids opened	10-23-75
Contract time started	11-20-75 (200 calendar days allowed)
Site work started	5-17-76 (93% of contract time elapsed)
Poles delivered	6-17-76 (211 days counted)
Contract completion date	7- 6-76 (30 days liquidated damages accrued at $50 per day.)

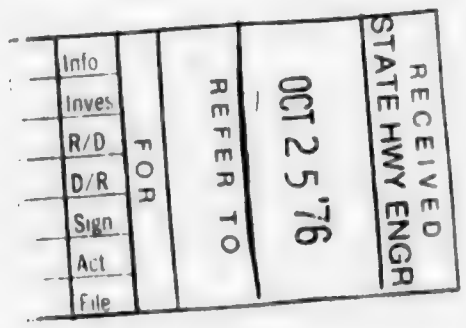
There was a two-part mix-up on pole drawing approval. The special provisions include pole lists showing catalog numbers of acceptable poles for three manufacturers, including Valmont. Nevertheless, the contractor submitted shop drawings to the Resident Engineer under date of January 20. These were not sent back to the contractor until March 30. This was 70 days, or over three times our usual turn-around interval on shop drawings. During this time (on March 3) the contractor had learned that drawing approval was not required and contacted Valmont.

The Resident Engineer and Region both recommend complete time extension because of our involvement in the shop drawings by, 1) accepting them for checking, and 2) then taking too long for the checking.

It seems to me the contractor and/or his suppliers also have some responsibility in this. The whole idea of having pole lists is to speed up the acquisition of the materials. Section 661 of the Standard Specs. applies. I suggest an equal sharing with the contractor of the liquidated damages and would recommend granting one-half, or 15 days time extension. This would leave $750 in effect. Our engineering costs came out about at the amount authorized.

This is a State Bond project. A rough draft letter to the contractor on the 15-day basis is attached.

JAB:fr
Att.
cc: Robert Church



OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8312 Contractor Hamilton Electric, Inc.

Highway

Section Fern Valley-Valley View Road

Kind of Work

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 15-day time extension of contract time due to late delivery of Valmont poles. This is 1/2 of the liquidated damages and is based on the State sharing equally in the unnecessary pole drawing approval and resulting delay.

Recommended for Approval:

J. X. Wilson
Regional Engineer

Construction Engineer or ~~Bridge Engineer~~

E S Hunter
Deputy State Highway Engineer

SP*57665-734

Contract No.	
Project designation	State-Federal
Date awarded	
Work started	
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

B-220 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 16, 19 76

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 230 days, within which to complete our Contract No. 8312, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please see attached letter for justification for request for time extension.

Respectfully submitted,

Hamilton Electric, Inc.
Contractor

By [signature]

CONSENT OF SURETY

Date July 19th, 19 76

We, GREAT AMERICAN INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
Douglas E. Walwyn, Attorney-in-fact (SEAL)

Resident Agent

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Roseburg, Oregon
September 28, 1976

FROM: J. X. WILSON
Regional Construction Engineer

SUBJECT: Time Extension
Fern Valley Rd. & Valley View Rd.
Rogue Valley Highway
Jackson County
Contract No. 8312

TO: C. T. Keasey
Construction Engineer

Attention John Bond

Attached is the time extension request I discussed briefly with you recently. The contractor is requesting 30 additional days which is the amount of contract overrun.

Although not required, the contractor and supplier both thought approval of pole shop drawings was necessary. We apparently did nothing to dispel this misconception. For this reason, I am recommending the contractor's request for thirty additional days be granted with no assessment of liquidated damages. I hope you concur.

jxw/cw

Attach.

cc Keith Martin

Routing

Keasey	RECEIVED	Richards	
Bond		Glenn	
Jackmond	SEP 30 1976	Berg	
Harwood			
Johnsen	CONSTRUCTION		
Walker	SECTION		

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Grants Pass, Oregon 97526

September 8, 1976

FILE: CON 5-8312

FROM: KEITH L. MARTIN
Resident Engineer

TO: J.X. Wilson
Region Construction Engineer
P.O. Box 1128
Roseburg, Oregon 97470

SUBJECT: TIME EXTENSION
FERN VALLEY RD. & VALLEY VIEW RD.
Rogue Valley Highway
Jackson County
Contract #8312

Forwarded for your consideration is a request for a 30 day extension in time. I do not have any documentation to verify dates in the request dealing with communications between the contractor and his suppliers. However, I am enclosing letters of transmittal which document the time pole drawings were retained by the state for approval. Drawings were received by the state on January 21, 1976 and forwarded to the contractor, after checking, on March 30, 1976. This is a period of 70 days or 10 weeks.

A normal period for checking would be 2 weeks, with a maximum of 4 weeks. This would have increased the pole delivery date and ultimate completion by 42 days. The specifications do not require pole approval when using the pole lists from the Special Provisions to order poles.

I recommend that the number of work days be increased to 230 with no assesment of liquidated damages. Even though pole approval was not mandatory, failure to return the pole drawings after approval did delay the contractor.

Last day July 6th

KLM:ml
Enclosures

cc: file (2)

ROSEBURG REGION
RECEIVED
SEP - 9 1976

RE | RME | ... | TE
... | DES | ... | ...
... | EAE | EBI | ...

9-27-76
CC: C.T. Keasey

1312

-2-

6. (Continued)

record should have been submitted.

7. On March 24, 1976 Valmont was telexed requesting a release for immediate shipment.

8. On April 1, 1976 the approved prints were received in our office and forwarded to our supplier who received them on April 6th.

14 wks?

9. The materials were shipped to us on June 10, 1976 approximately 11 weeks after the telephone conversation from Ken Hamilton to the pole supplier.

10. When the poles were received by us we expedited the installation to the best of our ability.

HAMILTON ELECTRIC, INC.

Emerson Hamilton

EH/ss

8312

75

October 19, 1976

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

Gentlemen:

On October 11, 1976, we wrote to you concerning release of final payment on Contract No. 8312 awarded to Hamilton Electric, Inc., for traffic signal installation on the Fern Valley Road and Valley View Road Section of the Rogue Valley Highway in Jackson County.

Final payment on this contract is 95¢ and the total contract amount is $48,863.72. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Hamilton Electric, Inc.
232 West 5th Ave.
P. O. Box 708
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

HAMILTON ELECTRIC Inc.

ELECTRICAL CONTRACTING

July 16, 1976

ORE. STATE HIGHWAY DIVISION
RESIDENT BRIDGE ENGINEER
RECEIVED
JUL 20 1976

Oregon State Highway Department
Mr. Keith Martin, Resident Engineer
P.O. Box 306
Grants Pass, Oregon 97526

Re: OSHD Contract #8312
Fern Valley-Valley View Road

The following information is submitted as the justification for this request for time extension. The delay was caused by slowness in the delivery of poles.

1. The job was quoted to us by our pole supplier (G.E. Supply) on October 25, 1975 with an 8 to 10 week delivery schedule.

2. The contract was awarded to us on October 28, 1975 by the Oregon State Highway Department.

3. Our purchase order was issued on November 14, 1975 and received by our supplier on November 20, 1975.

4. The approval drawings were submitted on January 12, 1976 to our office.

5. In February the Valmont factory pole manufacturer advised that due to the economy turn down material delivery was slowing and delivery would be extended to 10 to 12 weeks.

6. March 3, 1976 Ken Hamilton advised the pole supplier that approval was not required and that a print of

232 WEST 5th AVENUE 503/345-8711 POST OFFICE BOX 708 EUGENE, OREGON 97401

8312

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: FERN VALLEY RD. & VALLEY VIEW RD.	SECTION: FERN VALLEY RD. & VALLEY VIEW RD.	WEEK ENDING: AUGUST 28, 1976
CONTRACTOR: HAMILTON ELECTRIC, INC.	HIGHWAY: ROGUE VALLEY	SECTION PREFIX: 15-0502
DATE OF CONTRACT: OCTOBER 28, 1975	KIND OF WORK: TRAFFIC SIGNAL INSTALLATIONS	COUNTY: JACKSON
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	CONTRACT NUMBER: 8312	FEDERAL AID PROJECT NUMBER: STATE
	DATE WORK STARTED: MAY 17, 1976	ESTIMATED COMPLETION DATE: JULY 6, 1976
	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 200	CALENDAR DAYS USED 230
PROJECT AUTHORIZATION: $59,401.23	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 115.0%
EXCLUSIVE OF ENGINEERING: $54,213.35	ENGINEERING AUTHORIZATION $5,187.88	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $54,608.80	ENGINEERING COST TO DATE $5,062.17	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: ~~EXPENDITURE~~ ~~OVERRUN~~ Overrun 0.7%	THIS WEEK: 49.46	DATE PROJECT WAS COMPLETED: JULY 6, 1976
	PERCENT OF AUTHORIZATION 97.6%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22	Overcast/Cool	0		
MONDAY 23	Clear/Warm	0		
TUESDAY 24	Partly Cldy/Warm	0		
WEDNESDAY 25	Partly Cldy/Warm	0		
THURSDAY 26	Clear/Warm	0		
FRIDAY 27	Clear/Warm	0		
SATURDAY 28	Clear/Warm	0		

Keasey
Bond
Jackmond
Harwood
Johnsen
Walker

RECEIVED
AUG 30 1976
CONSTRUCTION
SECTION

Roberts
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 22	No activity
MONDAY 23	No activity.
TUESDAY 24	No activity.
WEDNESDAY 25	No activity by contractor. Final inspection by J.X. Wilson.
THURSDAY 26	No activity.
FRIDAY 27	Contractor doing miscellaneous cleanup and detail work found during final inspection.
SATURDAY 28	No activity.

REMARKS

STATUS: Final inspection held by J.X. Wilson, Region Construction Engineer, and Mike Anhorn, Assistant Resident Engineer. Project complete. Third Notification submitted August 27, 1976.

NOTE: THIS IS THE FINAL WEEKLY REPORT FOR THIS PROJECT.

SIGNED Keith Lamb LOCATION GRANTS PASS, OREGON
KEITH L. MARTIN, RES. ENGR.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

8312

12

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 15, 1976

Oregon State Treasurer
103 Capitol Building
Salem, Oregon 97310

Attention: Merle Crowe

Re: Hamilton Electric Inc.
Contracts: 8122, 8231 & 8312

Contract 8122 has been completed. The contractor, Hamilton Electric Inc., requests that Alabama Power Bond #B4795, $3,000, deposited in lieu of retainage on contract 8122, be transferred to contract 8312.

Contract 8231 is also complete. Hamilton Electric requests transfer of Alabama Power Bonds #4645, $1,000, and #6286, $1,000 to contract 8312 from contract 8231.

V. E. Skoog
Controller

By _____
Janice Peterson
Contract Payments Executive

JP/jm

cc: Hamilton Electric Inc.

bc: C.W. Head ✓
J. Bond
R. Church
C. Barrett

RECEIVED
DEPARTMENT OF TRANSPORTATION

8312

September 2, 1975

Board of County Commissioners
Jackson County
Courthouse
Medford, OR 97501

57

F-3775

Attention: Harry Chipman
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 5230

Gentlemen:

Attached for your records is a fully executed copy of an agreement with Jackson County and the Highway Division for a traffic signal at the intersection of the Rogue Valley Highway and Valley View Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc L. E. Gar ge (agree. att.)

8312

5f

City of Phoenix
City Hall
Phoenix, OR 97535

September 2, 1975

8-27-75

Attention: Frances Steveson
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5434

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering traffic signals at the intersection of the Rogue Valley Highway and Fern Valley Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc L. E. George (agree. att.)

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon ~~HIGHWAY~~ Transportation Commission

DATE August 12, 1975

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Traffic Signal Installation

We have an agreement which has been executed by Jackson County for the traffic signal at the intersection of the Rogue Valley Highway and Valley View Road in Jackson County.

The agreement provides that the State will do all the work of the project and maintain the traffic signal after the installation. The estimated cost is $38,000, of which the State will pay all costs thereof, funded by State Bond money. The County will pay all power costs after installation.

This will be on the agenda for your consideration at the August 27 meeting. Your approval of the agreement is recommended.

bc Cecil Head
George Baldwin
E. S. Hunter
R. L. Schroeder
L. E. George
V. E. Skoog
Don Harwell
Alfred Shirley, Jr.
Jack Graham
Gary L. Sund

VLT:rj jwa

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 12, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Traffic Signal Installation**

We have an agreement which has been executed by the City of Phoenix covering traffic signals at the intersection of Rogue Valley Highway and Fern Valley Road.

The agreement provides that the State will do all the work of the project and maintain the traffic signals after the installation. The estimated cost is $34,000, of which the State shall pay all costs thereof using State Bond money. The City will pay all power costs after installation.

This will be on the agenda for your consideration at the August 27 meeting. Your approval of the agreement is recommended.

bc: C. W. Head
E. S. Hunter
L. E. George
Don Harwell
Gary Sund
George M. Baldwin
R. L. Schroeder
V. E. Skoog
Jack Graham
Alfred Shirley, Jr.

VLT:rj srb

832

RECEIVED
JAN 17 1973

FOR FILING
Maint
Traffic
Lights
Jm

Cross Reference To:
Int 5-2
Jackson Co.

1/3
H

January 16, 1973

Mrs. Elsie O. Snyder
P.O. Box 384
Phoenix, OR 97535

Dear Mrs. Snyder:

Thank you for your letter of January 4 concerning the pedestrian problems at the intersection of Fern Valley Road and the Rogue Valley Highway.

I have asked our Regional Engineer in Roseburg, Mr. J. H. Versteeg, to investigate this location and to improve the existing signing to draw drivers' attention to the existence of the crosswalk. The necessary signs will be installed in the near future.

Very truly yours,

F. B. Klaboe
State Highway Engineer

bc: R. L. Schroeder
E. S. Hunter
L. E. George
J. H. Versteeg - Attachment - Please take indicated action and report.

VPJ:sv dpy

Medford, Oregon
January 4-1973

RLS RLD

RECEIVED
STATE HWY ENGR
JAN 8 '73
REFER TO
FOR
Info | Ives | R/D | O/E | Ltr | Ret | File

Oregon State Highway Division

Highway Bldg. Salem, Oregon

Mr. F.B. Klaboe
Deputy State Hwy. Engineer

Dear Mr. Klaboe;

Your letter of Nov. 8th.1972 ,regarding a traffic signal wass dissapointing of course. However all of us that signed the petition will be grateful for anything that will help this situation.

I sincerely hope that the left turn lanes will help to solve our problem. Is there something that can be done about the cross walk there by the drug store,coming north,just before FernValley Rd. No one pays any attention to it. I believe there should be something done to call attention to the motorist, that there is a cross walk and that the pedestrain does have right of way. Myself and others have nearly been run over there. I believe that if you will thoroughly check this situation,you will find it is true.

We the residents of this area,certainly will appreciate any thing that can be done to help the situation.

Thanks for giving it your attention. I was onaa 60 day tour of the U.S. and part of Canada,found my letter from you upon my return.

Sincerely,

Mrs) Elsie O. Snyder
P. O. Box 384
Phoenix, Ore.
97535

NOTED
R. L. SCHROEDER

RECEIVED
JAN 9 1973
Office of
Assistant State Highway Engineer
TRAFFIC

RECEIVED
NOV 15 1972
TRAFFIC
Public
Traffic
Light

FORM S-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 13, 1972

NOTED
A. E. JOHNSON

To: A. E. Johnson
Assistant State Highway Engineer
S A L E M

SUBJECT: Betterment Funding

We seem to be having some problems with our Minor Betterment funds that need to be explored. The District Engineers, with the assistance of the Region Office, submit a list of Minor Betterment projects to the Maintenance Engineer for budgeting. After some adjustment, the betterment budget is submitted through normal channels and finally, a final budget comes back approved.

We recently received a request from Salem to pave the shoulder of several miles of the Umpqua Highway easterly of Reedsport. It may be very difficult for us to comply with this request because of the commitment of our betterment funds to lower priority projects.

Attached is a letter making a commitment to construct left turn lanes at Fern Valley Road and the Rogue Valley Highway. I would estimate that this left turn refuge will cost $30,000. Although no funds are budgeted, a commitment has been made. Regardless of what priority it may have in the Districts, or Region, it must come first before other perhaps more worthy projects.

I would like to suggest that a contingency fund be set up to be controlled in Salem. The funding of these left turn refuges would then be similar to the traffic signals. I believe traffic signals were budgeted for $800,000 in the 71-73 budget. As with the traffic signals, when these special funds are spent, no further commitment of funds or for projects can be made.

What I am really hoping for is that Minor Betterment funds budgeted to the District and the Region be used on the priority projects they have selected. These funds, however small, would permit the District Engineer to use his judgement and his initiative on how this money was spent. He could then face up to the complaints of the public and our highway staff, knowing who was responsible for the decision that had been made.

Right of wrong, the present handling of the betterment funds causes more conflicts in our relationship with District Engineers than any other aspect of our maintenance operations.

J. H. VERSTEEG
Region Engineer

JHV/cw
Attach.

RECEIVED
NOV 14 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
NOV 7 - 1972
FOR FILING

Cross Referenced To:
Adm
Petitions
Jackson Co

Maint
Traffic
Lights
Gen

November 8, 1972

Ms. Elsie O. Snyder
Post Office Box 384
Phoenix, Oregon 97535

156

Dear Ms. Snyder:

We have completed a study of traffic conditions at the intersection of Fern Valley Road and the Rogue Valley Highway. Our study indicates that conditions at this intersection are not severe enough to require control through the use of traffic signals. Guidelines based on traffic volumes and past accident history have been developed nationally and are in use by all states to determine the need for traffic signals.

Traffic signals are costly and funds are not readily available. The available funds must be utilized to improve critical locations statewide. However, during the next construction season, we are planning some remedial improvement which will consist of left-turn lanes. It is anticipated that this will improve the traffic conditions.

We appreciate your concern.

Sincerely yours,

F. B. Klaboe
Deputy State Highway Engineer

LEG:pb/FBK:1a

bc George M. Baldwin
Tom Edwards
A. E. Johnson
R. L. Schroeder
L. E. George
J. H. Versteeg

Bud George

FORM S-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 1, 1972

To: J. H. Versteeg
Region Engineer
O F F I C E

SUBJECT: Traffic Signal Warrant Investigation
Rogue Valley Highway at
Fern Valley Road
ORE99 - Hwy No. 63 - M.P. 11.14
RLS156

Attached is a petition dated October 3, 1972, signed by 441 county residents requesting the installation of a traffic signal at the subject location.

This "T" 90° type intersection is located just north of Phoenix on ORE99 in a 4-lane section with open ditches and relatively narrow shoulders. A small market is located in the southeast quadrant, a service station in the northeast quadrant, and a mobil home sales office westerly of this intersection. The overall area is solid business and residential in composition. A flashing beacon exists with current standard 12" lenses.

There were 12 reported accidents at this intersection during the period January 1, 1967 to July 31, 1972. There were no fatalities, but 8 persons were injured. There were 5 rear-end, 5 turning, one angle and one backing type accidents. There were no accidents of a type preventable by signalization during the last 12 months studied.

A 16 hour manual turning movement count factored to 24 hours taken October 24 - 25, 1972, revealed that 12,964 vehicles entered this intersection. 11,999 or 93% entered on ORE99, while 965 or 7% entered from Fern Valley Road. 593 made left turns north to east. The relatively low right turn (south to east) and left turn (east to south) is explained by the new Church Street connection between Fern Valley Road and ORE99, as can be seen on the attached city plat. No pedestrians were recorded crossing ORE99 at this location. 42 pedestrians crossed Fern Valley Road parallel to ORE99 at the stop position.

The attached Warrant Comparison Data Sheet indicated the relatively high ORE99 volume and the low side street volume. The only warrant (using the 70% of standard warrant due to the area population being less than 10,000 persons) approached for signalization is the interruption of continuous traffic.

RECEIVED
1972
TRAFFIC ENGINEERING

This intersection is one of seven which has been scheduled for left turn refuge construction. Five of these have been completed and only Charlotte Ann Road and this intersection remains to be completed.

In summary, few of the accidents occurring are types preventable by signalization; the majority are types preventable by left turn refuge construction; none of the standard warrants are met; the side street volume is low and 704 of 965 make right turns. Therefore, it is recommended that signalization not be considered at this time, but that next construction season the left turn refuge be built and, if further improvement seem advisable in the future, that the left turn east to south be prohibited and cared for via Church Street.

Glen L. Clark

GLEN L. CLARK
Region Traffic Engineer

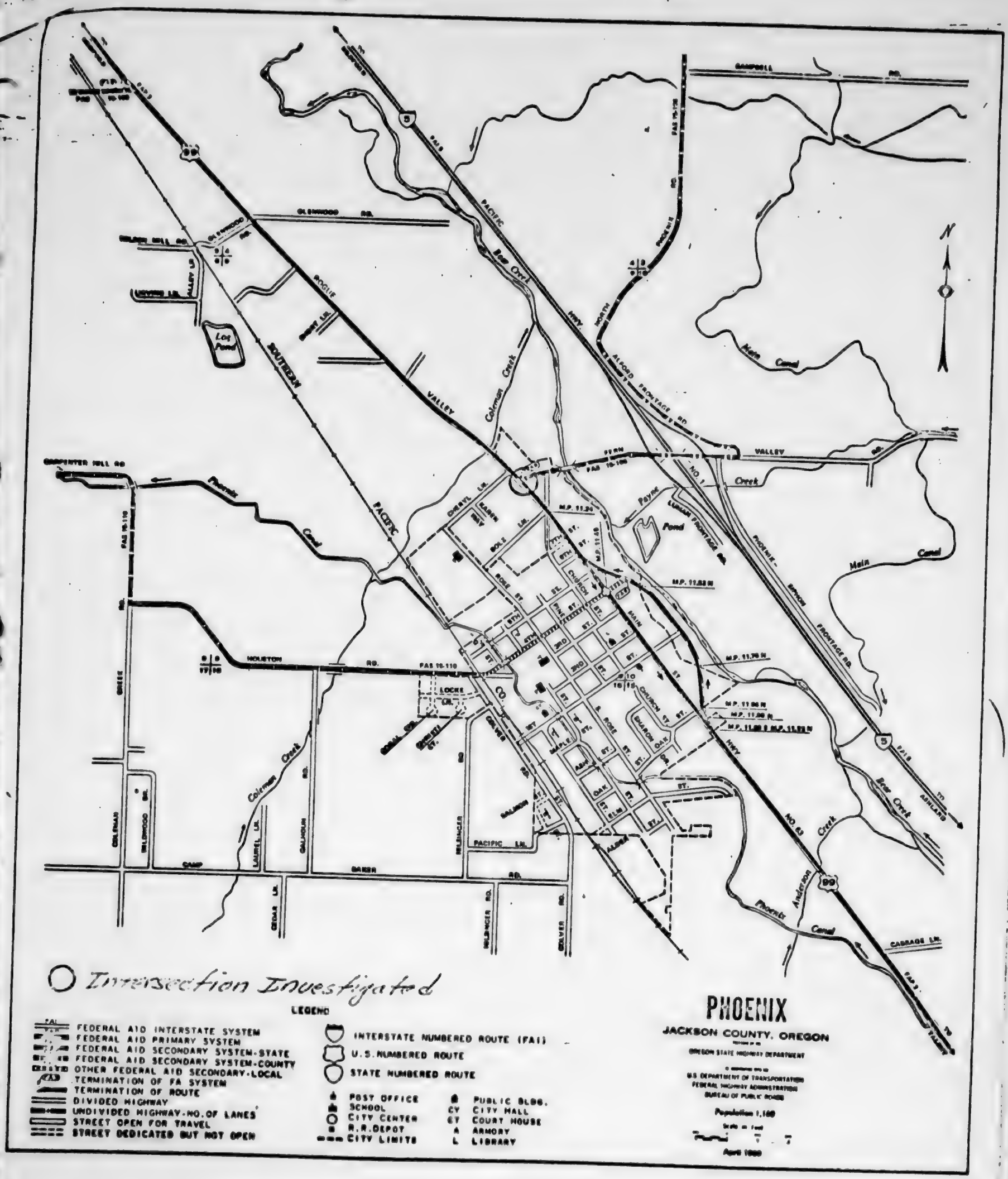
GLC/jw
attach.

cc L. E. George
George Thornton

APPROVED
By J. H. Versteeg
J. H. VERSTEEG
Region Engineer

13121

B



○ Intersection Investigated

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN
- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

PHOENIX

JACKSON COUNTY, OREGON

OREGON STATE HIGHWAY DEPARTMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 1,100

April 1960

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
REGION III-ROSEBURG

TRAFFIC SIGNAL WARRANT COMPARISON *

LOCATION Rogue Valley Highway - North of Phoenix
Fern Valley Road

rly Volumes on Major Street - x. 8 hrs. (Total of both proaches)	869	801	803	817	926	1006	1068	666
rly Minor Street Volumes - ne 8 hrs. (Highest hourly lumes from each approach)	45	67	70	64	62	105	95	62
rly Pedestrian Volumes Across jor Street - Same 8 hrs. ighest volume crosswalk)	___	___	___	___	___	___	___	___

	Minimum Volume Warrant 100%	Minimum Volume Warrant 70%	Number of Hours Warrant is Met (8 required)
Minimum Vehicluar Volume:			
Major Street	600	420	
Minor Street	150	105	8 / 1
Interruption of Continuous Traffic:			
Major Street	900	630	
Minor Street	75	53	8 / 2
Minimum Pedestrian Volume:			
Major Street	600	420	
Minor Street	150	105	8 / 1
Accident Experience:			
Preventable Accidents (last 12 months)		0	
Minimum Warrant		5	
Systems Warrant:			
Entering Volume (Weekday Peak Hour)		1163	
Minimum Warrant		800	

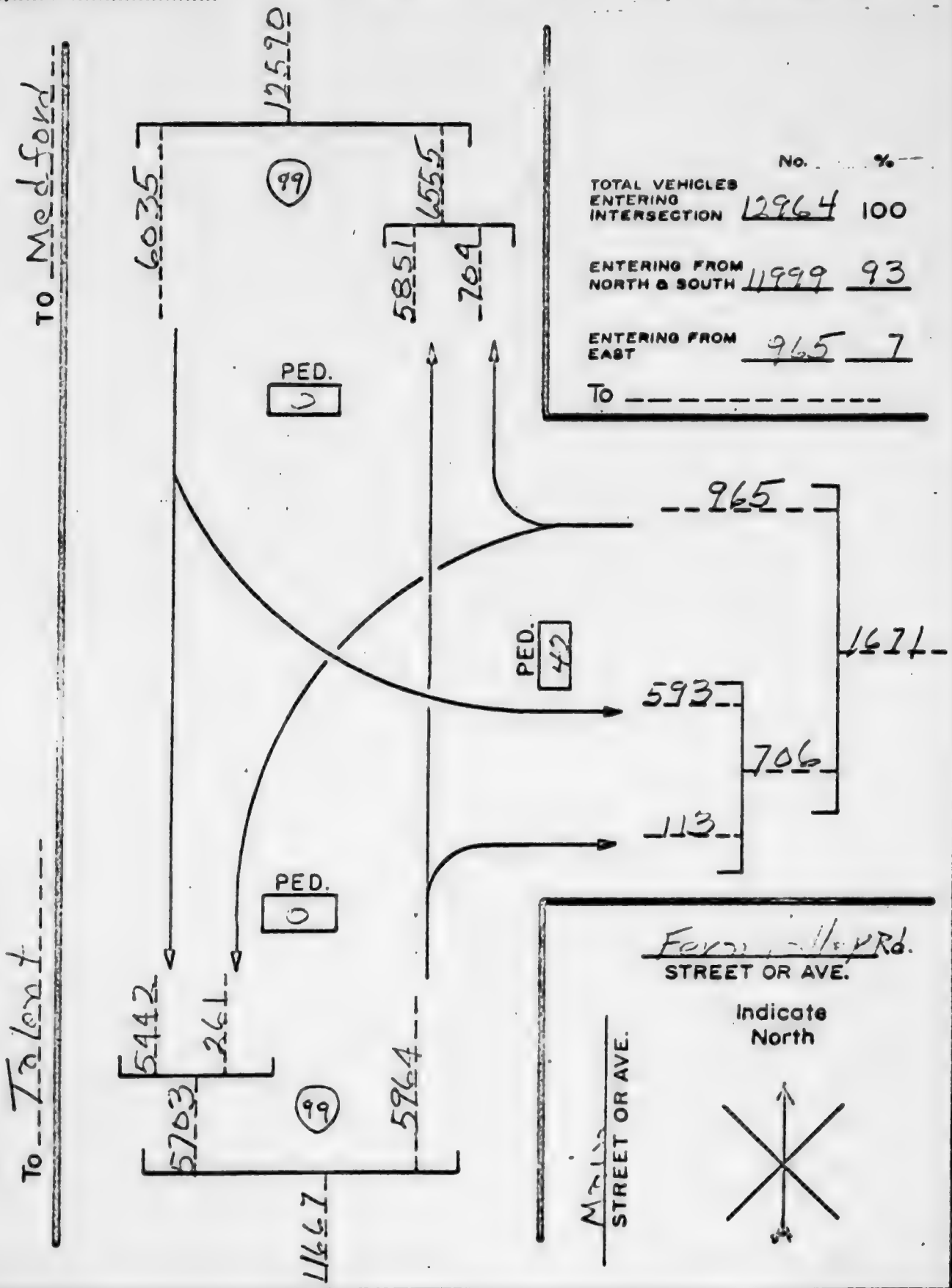
* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE October 24-25, 1972
DAY OF WEEK Tuesday-Wednesday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM to 10PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6AM to 10PM
WEATHER Clear

CITY OR COUNTY Phoenix
INTERSECTION OF Rogue Valley Hwy #63
and FAS 15-106
MILE POST 11.11
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	12964	100
ENTERING FROM NORTH & SOUTH	11999	93
ENTERING FROM EAST	965	7
To		

Remarks: Harper Court closed
to thru traffic

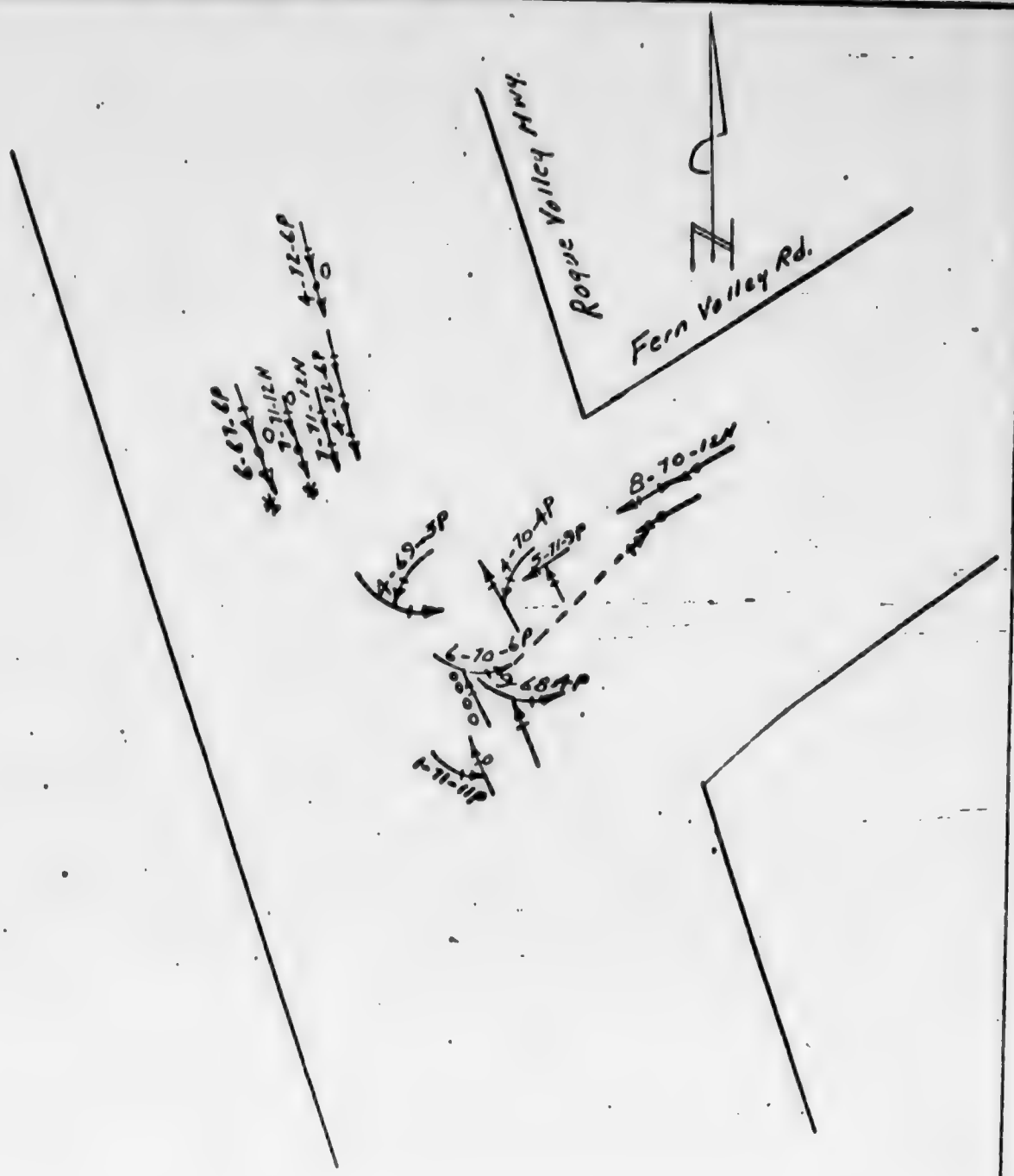
8312

STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of _____ County Jackson
Intersection of Rogue Valley Hwy. and Fern Valley Rd.
Highway Number 5-3 (US99) A.P. 11.14
Period Covered 1-1-67 to 7-31-72
Compiled by VBC Drawn by _____ Date 10-18-72

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe



- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Collision Type	1967-1969				1970				1971				7 Mos. 1972				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle											1	1							1	1
Head-on																				
Rear-end		1		1						1	1	2		1	1	2		3	2	5
Sideswipe																				
Turning Movement			2	2		1	1	2		1		1						2	3	5
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing							1	1											1	1
Misc.																				
TOTAL		1	2	3		1	2	3		2	2	4		1	1	2		5	7	12

Form E-261-6-70

3,2

RECEIVED
OCT 19 1972
FOR FILING

Maint.
Traffic
Lights
Lew.

October 18, 1972

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
920 S. W. 6th Avenue
Portland, Oregon 97304

Dear Glenn:

A few days ago you inquired about the disposition of a petition from Jackson County residents requesting installation of traffic signals at the intersection of Fern Valley Road and the Rogue Valley Highway.

This petition was received in this office on October 9 and was acknowledged by letter on that date to Ms. Elsie Snyder, P. O. Box 384, Phoenix.

The request was passed through our Traffic Engineering Section to Mr. J. H. Versteeg, Regional Engineer at Roseburg, for investigation and report. I will inform you of further developments.

Sincerely,

George M. Baldwin
Administrator of Highways

GMB:fn

bc Tom Edwards
F. B. Klaboe
R. L. Schroeder
L. E. George
J. H. Versteeg

83121

B

October 9, 1972

Ms. Elsie O. Snyder
Post Office Box 384
Phoenix, Oregon 97535

Dear Ms. Snyder:

The petition containing 441 signatures of Jackson County residents requesting installation of traffic signals at the intersection of Fern Valley Road and the Rogue Valley Highway has been received in this office.

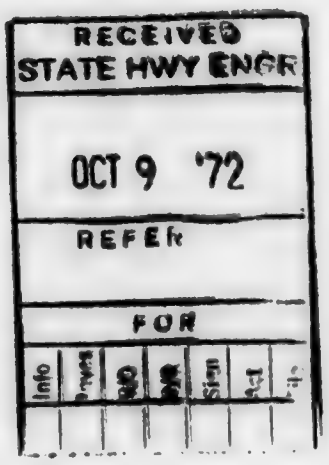
Our staff will be in further communtation with you after they have had an opportunity to take a look at the situation.

Thank you for your interest in traffic safety.

Sincerely,

George M. Baldwin
Administrator of Highways

fn



To OREGON STATE HIGHWAY DEPARTMENT

We the undersigned voters of Jackson County, Oregon, do petitionn the State Highway Department to install a stop and go traffic signal where Fern Valley Road intercepts Rogue Valley Highway, (formerly known as Highway 99) in Jackson County.

I am a legal voter of Jackson County, State of Oregon. I have personally signed this petition, my address is correctly written after my name.

1 Donald D. McLaughlin 4170 Griffin Creek Medford
2 Reinhardt Gerlich 3895 Pacific Highway So. Eunice Jay Beale
3 [illegible] R Beale 4069 S. Pacific Hwy
4 Iva Graham
5 Ruth D Graham 4069 S. Pac Hwy. Sp 5
6 M C Wiese 4069 So Pac Hwy
7 Christine Williamson 4069 S pac. Hwy #11 Florence Hartley
8 4069 So Pac Hwy medford. Oreg
9 William O. Frost 4069 So Pac Hwy #19 medford Ore
10 Artie D Frost 4069 So Pac Hwy #19 Medford Ore

I Elsie D. Snyder 3761 So. Pacific Hwy., being first duly sworn, depose and say; That I am over the age of 21 years and am the circulator of the above petition, that I personally secured all the signatures appearing heron-and 10 persons signed this sheet and each signature was made in my presence and is the genuine signature of the person, and each person represented to me that he was a duly qualified elector and entitled to sign this petition and that his address as herin stated is true and correct.

Dated this 3 day of Oct. I972

Subscribed and sworn to before me this 3 day of Oct. I972

Notary Public for Oregon Frances Steveson

My commission expires Oct. 13, 1975

8313 Powell Blvd. @ SE 47th & 69th Aves. on Mt. Hood Hwy. (Pedestrian signal revision) 1975

C/A 5393. 7-8-75

	026	1056	900	00 P 1			
	026	1056	900	00 P 1		6 415 35	66
	026	1056	900	00 N 1		6 415 35CR	
	026	1056	900	01 P 1		34 74	
	026	1056	900	01 N 1		750 00	
	026	1056	900	05 P 1		750 00CR	
	026	1056	915	00 P 1			
	026	1056	950	00 P 1			
	026	1056	985	00 P 1			
			TOT	P1		7 165 35	745
			TOT	N1		6 415 35CR	
			** JOB TOTALS **		**	715 26CR	3
						34 74 **	749

SE AT MT HOPE COUNT NO 8313 * FA PROJ NOS M 640001 100

	026	1057	201	00 P 1			19

DEPT SUMMARY DECEMBER 1978 PAGE

DEPT	DEPARTMENT	PREFIX	FUNCTION	GP	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TO D
		026 1057	201	00 P 1		22	
		026 1057	201	00 N 1		72CR	
		026 1057	206	00 N 1			
		026 1057	296	00 N 9	1 599 69CR	1 599 69CR	18.0
		026 1057	298	00 N 9	1 599 69	1 599 69	18.0
		026 1057	900	00 P 1	2 70CR		1.8
		026 1057	900	00 N 1	2 70	32 70	
		026 1057	915	00 P 1	3 25CR		
		026 1057	915	00 N 1	3 25	3 25	
			TOT	P1	5 95CR	22	21.0
			TOT	N1	5 95	35 23	1
			** JOB TOTALS **		**	35 95 **	21.1

BOND AVE CONT NO 8355 * FA PROJ NOS U 223027 100

	026	1066	201	00 P 1			138.0
	026	1066	201	00 N 1			1 41
	026	1066	203	00 P 1			2.5
	026	1066	203	00 N 1			
	026	1066	270	02 P 1			2.60
	026	1066	290	01 N 1			41
	026	1066	296	00 N 9		20 33CR	119.0
	026	1066	296	27 N 9			2.74
	026	1066	298	00 N 9		20 33	121.79
	026	1066	900	00 P 1			17 2
	026	1066	900	00 N 1			20
	026	1066	985	00 P 1			10
			TOT	P1			156.2
			TOT	N1			1.18
			** JOB TOTALS **		**	**	156.9

900	00 P 1		6,415.25	66,950.82			
900	00 P 2		6,415.25CR			77	78
900	00 N 1		34.74	417.62		75	78
900	01 P 1		750.00	944.90		76	78
900	01 N 1		750.00CR			76	78
900	05 P 1			91.41			
915	00 P 1			135.25			
950	00 P 1			100.76		76	77
985	00 P 1			191			
TOT	P1		7,165.35	745,800.22			
TOT	P2		6,415.25CR				
TOT	N1		715.25CR	3,225.45			
** JOB TOTALS **		**	34.74 **	749,125.22	**		

FA PROJ NOS M 640001 100 00 STATE

201	00 P 1			18,250.40		76	77

DECEMBER 1978 PAGE 85

FUNCTION	GP	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVITY BEG	ACTIVITY END
202	00 P 1		72	28.28CR	76	78
202	00 N 1		72CR	.72CR	75	78
206	00 N 1			17.94	78	78
296	00 N 9	1,599.69CR	1,599.69CR	18,094.59CR	76	78
298	00 N 9	1,599.69	1,599.69	18,094.59	76	78
900	00 P 1	2.70CR		1,873.32	75	78
900	00 N 1	2.70	32.70	29.53	75	78
915	00 P 1	3.25CR			78	78
915	00 N 1	3.25	3.25	3.25	79	79
TOT	P1	5.95CR	72	21,096.64		
TOT	N1	5.95	35.23	100.00		
** JOB TOTALS **		**	35.95 **	21,196.64 **		

FA PROJ NOS U 323027 100 00 STATE

201	00 P 1			138,400.80		76	77
201	00 N 1			1,415.00		77	77
203	00 P 1			2,574.00CR		76	78
203	00 N 1			26.00CR		78	78
270	02 P 1			2,606.18		77	77
290	01 N 1			416.00CR		77	77
296	00 N 9		20.33CR	119,042.78CR		76	78
296	27 N 9			2,749.50CR		77	77
298	00 N 9		20.33	121,792.64		76	78
900	00 P 1			17,228.26		76	77
900	00 N 1			209.06		76	77
985	00 P 1			103.74		76	77
TOT	P1			165,264.98			
TOT	N1			1,182.06			
** JOB TOTALS **		**	**	156,947.04 **			

			** JOB TOTALS **			**	13,391.00 **
P IAL SOUTH BTLD	CONT NO		FA PROJ NOS RRP 005011 100				
	326	1923	901	00 P 1			
	326	1923	905	00 P 1			
			TOT	P1			
			** JOB TOTALS **			**	**
M & 22ND BTLD	CONT NO		* FA PROJ NOS RRP 005011 100				
	326	1924	901	00 P 1			
	326	1924	905	00 P 1			
	326	1924	914	00 P 1			
			TOT	P1			
			** JOB TOTALS **			**	**
E-F NELL BLDG	CONT NO		* FA PROJ NOS M 640001 100				
	326	1925	236	00 N 9	301.31CR		301.31CR
	326	1925	298	00 N 9	301.31		301.31
	326	1925	901	00 P 1			
	326	1925	905	00 P 1			
	326	1925	910	00 P 1			
	326	1925	911	00 P 1			
	326	1925	914	00 P 1			
	326	1925	920	00 P 1			
	326	1925	[illegible]	00 P 1			
	326	1925	923	00 P 1			
			TOT	P1			
			** JOB TOTALS **			**	**

DECEMBER 1978

E F ST SUMMARY						
OF E DE DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	
FINANCE & ADMINISTRATION	CONT NO	* FA PROJ NOS M	000001 100		0	
	326 1926	296	00 N 9		4,288.00CR	
	326 1926	298	00 N 9		4,288.00	
	326 1926	901	00 P 1		4,113.60	
	326 1926	907	00 P 1			
	326 1926	905	00 P 1			
	326 1926	909	00 P 1			
	326 1926	909	00 N 1		3.64	
	326 1926	911	00 P 1			
	326 1926	920	00 P 1			
	326 1926	921	00 P 1		4,117.24	
		TOT	P1			
		TOT	N1			
		** JOB TOTALS **		**	4,117.24	**
[illegible]	CONT NO	* FA PROJ NOS M	718001 100		7	

		** JOB TOTALS **				**	13.391 00	**	15.272 23 **
0		FA PROJ NOS RRP 005011 100						00	STATE
6	1923	901	00	P	1			1.907 67	
6	1923	905	00	P	1			48.87	
		TOT	P1					1.956.44	
		** JOB TOTALS **				**		** 1.956.44	**
0		* FA PROJ NOS RRP 005011 100						00	STATE
6	1924	901	00	P	1			1.642.40	
6	1924	905	00	P	1			22.16	
6	1924	914	00	P	1			52.27	
		TOT	P1					1.716.83	
		** JOB TOTALS **				**		** 1.716.83	**
0		* FA PROJ NOS M 640001 100						00	STATE
6	1925	296	00	N	9	301.31CR	301.31CR	2.099.31CR	
6	1925	298	00	N	9	301.31	301.31	2.099.31	
6	1925	901	00	P	1			6.59	
6	1925	906	00	P	1			120.42	
6	1925	910	00	P	1			239.80	
6	1925	911	00	P	1			1.278.52	
6	1925	914	00	P	1			44.66	
6	1925	920	00	P	1			20.65	
6	1925	921	00	P	1			520.69	
6	1925	923	00	P	1			166.22	
		TOT	F1					2.447.60	
		** JOB TOTALS **				**		** 2.447.60	**

PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	* FA PROJ NOS M 000001 100			0	00	STATE
6 1926	296	00	N 9	4.288.00CR	4.288.00CR	
6 1926	298	00	N 9	4.288.00	4.288.00	
6 1926	901	00	P 1		67.34	
6 1926	907	00	P 1	4.113.60	4.113.60	
6 1926	905	00	P 1		270.92	
6 1926	909	00	P 1		3.83	
6 1926	909	00	N 1		1.92	
6 1926	911	00	P 1	3.64	1.170.61	
6 1926	920	00	P 1		160.00	
6 1926	921	00	P 1		1.112.69	
	TOT	P1		4.117.24	6.902.98	
	TOT	N1			7.93	
	** JOB TOTALS **			** 4.117.24	** 6.910.91	**
	* FA PROJ NOS M 718001 100			7	00	STATE

[illegible] October 5, 2020

[illegible] Pacific Insurance Company
Property & Casualty Department
P. O. Box 1284
[illegible], GA 30602

[illegible]:

On October 5, 2020, we agreed to pay replacement
value of final payment on Contract No. 5723 awarded to
Lumen Electric Co. for architectural upgrade projects at Pinehill
Development at S.E. 42nd and other premises in Multnomah County.

The total contract amount is $20,222.82. We have
now performed under terms accepted.

Your check payable,

J. A. Hunt
[illegible] Director

cc: Lumen Electric Co.
1227 South Broadway
[illegible], OR 97402

Mr. J. T. Kenney
Field Agent
U. S. Land Area: Park Level
52 Street

FORM 81.734.3030

FAP 24

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: INT 5

Portland, OR 97213

December 2, 1976

FROM: ROBERT N. BOTHMAN ebg
Ass't. State Highway Engineer

TO: L. W. RULIEN
Project Management Engineer

SUBJECT: City of Portland request for 86-14 per cent federal aid match on FAUS projects

Attached is a request from the city of Portland for the new federal aid match ratio of 86-14 percent on all ongoing FAUS projects in the city.

This includes all projects underway or for which final estimates have not been concluded. I draw your attention to the Foster/Woodstock couplet as one in that category where the project has not been finalized.

The CRAG Transportation Improvement Program Subcommittee is addressing the issue of all local jurisdictions maximizing the federal aid monies and minimizing the local match by using the 86-14 per cent match.

In the case of the city, they have indicated they wish to proceed on the basis of the 86-14 per cent and will adjust their portion of the TIP accordingly.

It will be necessary, as the other jurisdictions also take this option, that adjustments be made in the TIP to accommodate the larger federal aid portion for projects on the urban system.

Please take the necessary steps to comply with the city's request.

ebg

attachment

Cy: Laux
Hacker

Hopkins
Harwell
Holmes
Prange R
Unrein

RECEIVED
DEC 6 - 1976
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

PROJECT MANAGEMENT
DEC - 3 '76
REFER TO
FOR

Info	Investigate	R/D	Action	File	Letter	See me
			✓			

nts Engine
Engineer
3313
Powell Blvd
Mt. Hood (F
Multnomah
st you retur
. 11st condit
t work.
nce Date
ions not acc
:md
Don Harwell
J. R. Oake
Virgil Boy
John Jenki
Don Treat
L. E. Geo

8313

Salem, Oregon
June 4, 1976

R. D. Church
Contract Payments Engineer

C. T. Keasey
Construction Engineer

Request Contract
Acceptance

Contract 8313, Work Completed May 19, 1976

Project Powell Blvd. @ S.E. 47th & 69th Avenues

Highway Mt. Hood (FAUS 0640)

County Multnomah

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date_____

Conditions not acceptable:

Construction Engineer

RDC:md

cc: Don Harwell
J. R. Oakes
Virgil Boyd
John Jenkins
Don Trout
L. E. George

8.313

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Powell Blvd. signal revisions	SECTION: Powell Blvd. at S. W. 47th & 69th	WEEK ENDING: May 29, 1976
CONTRACTOR: Hansen Electric Co.	HIGHWAY: Mt. Hood (FAUS 0640)	SECTION PREFIX: 26-1057
DATE OF CONTRACT: October 29,1976	KIND OF WORK: Pedestrian signal revisions	COUNTY: Multnomah
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1	CONTRACT NUMBER: 8313	FEDERAL AID PROJECT NUMBER: M-0640 (1)
PROJECT AUTHORIZATION: $ 23,645.40	DATE WORK STARTED: April 23,1976	ESTIMATED COMPLETION DATE: August 15,1976
EXCLUSIVE OF ENGINEERING: $ 21,580.30	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 180	WORK DAYS USED / CALENDAR DAYS USED: 181
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 21,580.30	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100.5%
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	ENGINEERING AUTHORIZATION: $ 2,056.10	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 90
	ENGINEERING COST TO DATE: $ 1,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90
	PERCENT OF AUTHORIZATION: 49 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 boom truck w/trailor

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5/23	cldy/shwrs			
MONDAY 5/24	cldy/shwrs			
TUESDAY 5/25	cldy			
WEDNESDAY 5/26	shwrs			
THURSDAY 5/27	occ clds			
FRIDAY 5/28	cldy			
SATURDAY				

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
JUN 2 1976
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY May 23, 1976	No activity
MONDAY 5/24/76	2 men No problems with new signal equipment. Removed existing signal equip. ~~xxxx~~ at 69th & 47th, excepting for wood pole at 47th which still has telephone service & guy wires.
TUESDAY 5/25/76	No contractor activity. 2 men from city wiring up interconnect at existing control cabinets 43rd, 47th, 50th, 62nd, 69th, & 70th.
WEDNESDAY 5/26/76	2 men 1/2 day remove wood pole at 47th. No contractor activity until permanent controllers arrive at job site to replace temporary controllers. Anticipated delivery date August 76.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Last weekly report until new controllers arrive at job site.

SIGNED [signature] LOCATION PORTLAND ORE.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

8.31

15

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NO.		County: Multnomah
12-1-75	FEDERAL-AID PROJECT AGREEMENT	Project No.: M-0640(1)
	12-3-75	

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

State Route No. 26 at S.E. 47th Ave. and S.E. 69th Ave. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	4-15-75	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	10-1-75	0.00
OTHER *(Specify)*		

FUNDS 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 25,016.00	$ 19,559.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Tuentes

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
G. L. Green *(Division Administrator)*

Date executed by Division Administrator DEC 3 1975

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, November 26, 1975

Federal-aid Project
No. M-0640(1)

POWELL BLVD. AT S.E. 47TH AND 69TH AVES.
MT. HOOD HIGHWAY
MULTNOMAH COUNTY

Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$ 2,300.00
Type Code Y031			
Signals (Powell Blvd. at 47th and 69th Aves.)			
Temporary Protection and Direction of Traffic	All Required		$ 600.00
Temporary Signs	160 sq.ft.	4.50	720.00
Flagmen	80 hour	15.50	1,240.00
Traffic Signal			
Traffic Signal Installation, Complete	All Required		18,091.00
	Subtotal		$20,651.00
	Engineering		2,065.00
	Total		$22,716.00

Length of Project - - - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,300.00	$ 1,798.00	$ 502.00
Traffic Signal	22,716.00	17,761.00	4,955.00
Totals	$25,016.00	$19,559.00	$5,457.00

Group 1 - 100%

Contract No. 8313

Prefix No. 26-1057

Prefix No. P.E. 326-1925

Form FHWA 121 (Rev. 5-73)

8-3-3

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bx 300
Salem OR 97308

DATE: August 25, 1975

In reply refer to: 1041DA.6

SUBJECT: Oregon Project M-0640(2)
Powell Blvd.-Safety Overlay
Project Assessment

FROM: G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer
Saelm, Oregon

746.5
a92.6

The subject project assessment has been reviewed. This Office concurs in the proposed type of environmental document and in your finding that the project constitutes a nonmajor action.

William A. Kaspar
for G. L. Green

cc:
OSHD (G Potter)
OSHD (C Laux)
OSHD (G Kaiser, Metro)

RECEIVED
STATE HWY ENGR
AUG 26 '75
REFER TO
FOR
Info | Invest | R-D | D-E | Sign | Acct | File

THIS COPY FOR

8-26-75
ORIGINAL TO
L.W. Rubien
Please handle.

July 8, 1975

City of Portland
1220 S.W. 5th Ave.
Portland, OR 97204

Attention: George Yerkovich
Auditor

51

6-30-7

746-5
992-5

MISC. CONTRACTS and
AGREEMENTS No. 5313

Gentlemen:

Attached are two fully executed copies of an agreement covering the revision and interconnection of traffic signals at the intersections of S. E. 47th Avenue and Powell Boulevard, and S. E. 69th Avenue and Powell Boulevard in Portland.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

flm

Att.

cc L. E. Goerge
(conf. agree. att.)

1313

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon State Highway ~~Commission~~ Transportation Commission

DATE June 10, 1975

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Revision & Interconnection of Existing Traffic Signals
Powell Blvd.- Portland

We have an agreement which has been executed by the City of Portland covering the revision and interconnection of traffic signals at the intersections of SE 47th Avenue and Powell Boulevard, and SE 69th Avenue and Powell Boulevard in Portland. The agreement provides that the State shall do all the work on the project and pay all costs, which are estimated to be $30,000 (FAUS funds). The City agrees to pay all power and maintenance costs. The State's share of these costs shall be negotiated annually, as previously agreed.

This item will be on the agenda for your consideration at the June 30 meeting. Your approval is recommended.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
R. L. Schroeder
L. E. George
V. E. Skoog
Don Harwell
E. L. Hardt
Jack Graham
Gary Sund

VLT:pb dpy

Transaction number 4-85

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-15-75

BY (Signature): L.W.Rulien's April 8, 1975 letter

TITLE:

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 27 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
27	M-0640(1)	0.0	30,000	23,400	SE Powell Blvd @ SE 47th Ave. & SE 69th Ave. (Portland) Section. Multnomah County State of Oregon	Preliminary Engineering and Traffic Signals.

RECEIVED
APR 18 1975
☐ ENGR. ☐ ..... ☑ .. ☐ .. E ■ U.
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

REMARKS (Division)

I concur that this project qualifies for the time saving procedures of FHPM 6-8-2.1.

You are authorized to proceed with all phases of preliminary engineering necessary to obtain PS&E approval.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-15-75	for C. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915.690

Budget Bureau No. 41-R2067; Approval E

MONTHLY TRANSACTION NO. 4-85

DATE SUBMITTED TO W. O. APR 15 1975

FORM PR-1 (REV. 4-61)

April 8, 1975

U.S. DEPARTM BUREAU

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE
2	1	St. Rt. 26, S.E. 47th Ave. & S.E. 69th Ave. (Portland)	ADT	see below	see below	95	10	Oregon	41

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FN ROUTE NO.	SUFY AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S)	NUMBER	SEQ. NO
3	P.E. & Traffic Signals						76		M-	0640	(1)

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
	Urban System	Multnomah	051

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
Portland 027	U	0640	26	--

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	C P
1	(1415)	(18)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			(
5	10			1	PE TOPICS	3	St. Rt. 26, SE 47th Ave & SE 69th Ave (Portland)	0.0	3,000	2,340	660		P.E. a Replac nals w pedest signal
5					ROW								
5	30			3	CONST (CODE) TOPICS Y031	3	"SE Powell Blvd. @ SE 47th Ave. & SE 69th Ave. (Portland) Section"	0.0	27,000	21,060	5,940		ROW-60 Access Parkin none
					PROJECT TOTALS			0.0	30,000	23,400	6,660		

CARD 1	CODE 1	PREPARED BY	PROGRAM APPROVAL DATES
11	14		

(18) (23) (24) (33)

REMARKS

ADT	1975	1995
SE 47th Ave.	29,500	47,400
SE 69th Ave.	15,000	24,000

(ov

FHWA OREGON DIVISION

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

4-85

APR 15 1975

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

April 8, 1975

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
St. Rt. 26, S.E. 47th Ave. & S.E. 69th Ave. (Portland)	ADT	see below	see below	95	10	Oregon	41	W36	27

TYPE OF WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	JURIS. AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	I. Projects Only DESIG.
c Signals						A-6		M-	0640	(1)		

SYSTEM	COUNTY NAME	CODE	PROGRAM STAGE
Urban System	Multnomah	051	

PROJECT	ROUTE NO.	FEDERAL-AID	STATE	U.S.
Portland 027	U	0640	26	--

PROGRAM STAGE: [ ] 1 OR [XX] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE TOPICS	3	St. Rt. 26, SE 47th Ave & SE 69th Ave (Portland)	0.0	3,000	2,340	660		P.E. all phases; Replace existing signals w/2 phase pedestrian actuated signals.
ROW								
CONST (CODE) TOPICS Y031	3	"SE Powell Blvd. @ SE 47th Ave. & SE 69th Ave. (Portland) Section"	0.0	27,000	21,060	5,940		ROW-60' min. Access Control-none Parking Restrictions-none
		PROJECT TOTALS	0.0	30,000	23,400	6,660		

APPROVAL DATES

15 1975

REGON DIVISION

REMARKS

ADT	1975	1995
SE 47th Ave.	29,500	47,400
SE 69th Ave.	15,000	24,000

(over)

USCOMM DUSC COM-DC 48905-P61

S.E. Powell Blvd. @ S.E. 47th and S.E. 69th Avenues (Portland) Section

Project No. M-0640(1)

REMARKS: Cont'd.

EXISTING FACILITY: Two pedestrian actuated school crossing traffic control signals not interconnected.
S.E. 47th Avenue --- 48' four-lane curbed section with parking on the south side.
S.E. 69tj Avenue --- 40' two-lane curbed section with parking on both sides.

PROJECT DATA: The work under this project consists of the following:
(1) Preliminary engineering all phases including PS & E preparation.
(2) Replace existing signals with two-phase pedestrian actuated interconnected traffic control signals.

NOTE: Portions of the preliminary engineering will be accomplished by City of Portland forces with required supervision and contract by State forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

NOTE: Interim Urban System approved by FHWA on March 3, 1975.

Additional Right-of-Way: None required.

IM 50-1-70: Exempt from State and District 2 Clearinghouse A-95 reviews under working agreements dated April 28, 1970 and October 26 respectively.

FHPM 7-7-5 Requirements: (a) Public Hearings -- Not required under the provisions of para. 6c.
(b) Location/Design -- Not a factor in the development of this project.

FHPM 7-7-2 Requirements: Non-major action project.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flo that would require a significant change in planning completed or underway.

Data for PR-37: Preliminary Engineering

Field Work	-	$ 500.00
PS & E Prep.	-	2,500.00
		$3,000.00

NOTE: This project is in Congressional District No. 3.

S.E. Powell Blvd. @ S.E. 47th and S.E. 69th Avenues (Portland) Section

Project No. M-0640(1)

Cont'd.

G FACILITY: Two pedestrian actuated school crossing traffic control signals not interconnected.
47th Avenue --- 48' four-lane curbed section with parking on the south side.
69tj Avenue --- 40' two-lane curbed section with parking on both sides.

DATA: The work under this project consists of the following:
Preliminary engineering all phases including PS & E preparation.
Replace existing signals with two-phase pedestrian actuated interconnected traffic control signals.

Portions of the preliminary engineering will be accomplished by City of Portland forces with required supervision and contracting
te forces.

n Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Interim Urban System approved by FHWA on March 3, 1975.

tional Right-of-Way: None required.

-1-70: Exempt from State and District 2 Clearinghouse A-95 reviews under working agreements dated April 28, 1970 and October 26, 1970,
ectively.

7-7-5 Requirements: (a) Public Hearings -- Not required under the provisions of para. 6c.
(b) Location/Design -- Not a factor in the development of this project.

7-7-2 Requirements: Non-major action project.

an Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns
would require a significant change in planning completed or underway.

a for PR-37:

Preliminary Engineering		
Field Work	-	$ 500.00
PS & E Prep.	-	2,500.00
		$3,000.00

TE: This project is in Congressional District No. 3.

Transaction number 4-85

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-15-75

BY (Signature): L.W.Rulien's April 8, 1975 letter

TITLE:

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 27 THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
27	M-0640(1)	0.0	30,000	23,400	SE Powell Blvd @ SE 47th Ave. & SE 69th Ave. (Portland) Section. Multnomah County State of Oregon	Preliminary Engineering and Traffic Signals.

RECEIVED
STATE HWY ENGR
APR 18 '75
REFER TO
FOR
Info | Invest. | R/D | D/R | Sig. | Art. | File

RECEIVED
APR 18 1975
OFFICE OF
FEDERAL AID PROJECT ENGINEER

REMARKS (Division)

I concur that this project qualifies for the time saving procedures of FHPM 6-8-2.1.

You are authorized to proceed with all phases of preliminary engineering necessary to obtain PS&E approval.

4-18-75
ORIGINAL TO
L.W. Rulien

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		4-15-75	G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915.690

2-48

4-15-75

13

8313

43

FHD 6-2

Robert W. Straub
xxxxxxxxxx

April 8, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-0640(1)

We are submitting program data for one Urban System project, Item No. 27, Project No. M-0640(1), "S.E. Powell Blvd. at S.E. 47th Avenue & S.E. 69th Avenue (Portland) Section", which we desire to have included in the Federal Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We hereby request your concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1.

We request your concurrence that this project falls in the classification of non-major action as set forth in FHPM 7-7-2, Para. 10e, and does not require an environmental statement.

We further request, concurrent with program approval, authorization to proceed with all phases of the preliminary engineering by City of Portland and State forces necessary to obtain P.S.& E. approval.

Act.
CL:ljt

8313

13

FPO-6-2

Robert W. Straub

April 8, 1975

TO Mr. C. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-0640(1)

We are submitting program data for one Urban System project, Item No. 27, Project No. M-0640(1), "S.E. Powell Blvd. at S.E. 47th Avenue & S.E. 69th Avenue (Portland) Section," which we desire to have included in the Federal Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request your concurrence that this project falls in the classification of non-major action as set forth in FHPM 7-7-2, Para. 10a, and does not require an environmental statement.

We further request concurrent with program approval, authorization to proceed with all phases of the preliminary engineering by City of Portland and State forces necessary to obtain P.S. & E. approval.

Att.
CL:ljt

Budget Bureau No. 41-R2067; Approv

U.S. DEPAR
BURE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

April 8, 1975

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER: 1 (19)(20) — PROJECT LOCATION (45 typewriter spaces): St. Rt. 26, S.E. 47th Ave. & S.E. 69th Ave. (Portland) 21 65

ADT — PRESENT: see below — FUTURE: see below (66) — YEAR: 95 (70)(71)(72) — REGION: 10 — STATE NAME: Oregon — ST. CO.

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): P.E. & Traffic Signals 26 62 — NATL. FOREST (63)(65) — PR ROUTE NO. (66)(68) — SUPV. DIST. (69)(70) — DA CLASSIF. (71)(72) — DA AREA (73)(74)

EMERG. YR. (72)(73) — PL. AUTH YR (74)(75) — PROJECT NUMBER: PREFIX LETTER (8) M- 14 23 7 — NUMBER 0640 — SEQ.

CARD — CLASS OF FEDERAL FUNDS: Urban System — COUNTY NAME: Multnomah — CODE 051 (12)(16)

NAME OF URBAN AREA: Portland 17-31 — ROUTE NO. U — FEDERAL-AID 0640 (32) — STATE 26 (36)(37) — U.S. -- (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	(1)(4)(5)	(10)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
1												
5					PE TOPICS		St. Rt. 26, SE 47th Ave & SE 69th Ave (Portland)	0.0	3,000	2,340	660	
5					ROW							
5					CONST (CODE) TOPICS Y031		"SE Powell Blvd. @ SE 47th Ave. & SE 69th Ave. (Portland) Section"	0.0	27,000	21,060	5,940	
							PROJECT TOTALS	0.0	30,000	23,400	6,660	

(16) (23)(24) (25)

REMARKS

	ADT	1975	1995
SE 47th Ave.		29,500	47,400
SE 69th Ave.		15,000	24,000

CARD 1 — CODE 1 — PREPARED BY

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

FORM PR-1 (REV. 4-61)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

April 8, 1975

PROJECT LOCATION (45 typewriter spaces): St. Rt. 26, S.E. 47th Ave. & S.E. 69th Ave. (Portland)

ADT: PRESENT: see below | FUTURE: see below | YEAR: 95

REGION: 10 | STATE NAME: Oregon | STATE CODE: 41 | APPN CODE: W36 | ITEM NO.: 27

PROPOSED WORK (35 typewriter): fic Signals

NATL. FOREST | FA ROUTE NO. | MPO AREA | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR

PROJECT NUMBER: PREFIX LETTER (S): M- | NUMBER: 0640 | SEQ. NO.: (1) | T. Projects Only: POST MI. | DESIG.

FUNDS: Urban System

COUNTY NAME: Multnomah | CODE: 051

Portland

ROUTE NO.: U | FEDERAL-AID: 0640 | STATE: 26 | U.S.: --

PROGRAM STAGE: [ ] 1 OR [XX] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE TOPICS		St. Rt. 26, SE 47th Ave & SE 69th Ave (Portland)	0.0	3,000	2,340	660		P.E. all phases; Replace existing signals w/2 phase pedestrian actuated signals.
ROW								
CONST (CODE) TOPICS Y031		"SE Powell Blvd. @ SE 47th Ave. & SE 69th Ave. (Portland) Section"	0.0	27,000	21,060	5,940		ROW-60' min. Access Control-none Parking Restrictions-none
		PROJECT TOTALS	0.0	30,000	23,400	6,660		

ESTIMATED PROJECT COST BY PHASES

APPROVAL DATES

REMARKS

ADT	1975	1995
SE 47th Ave.	29,500	47,400
SE 69th Ave.	15,000	24,000

(over)

USCOMM DUSCOMM-DC 48908-P61

S.E. Powell Blvd. @ S.E. 47th and S.E. 69th Avenues (Portland) Section

Project No. M-0640(1)

REMARKS: Cont'd.

EXISTING FACILITY: Two pedestrian actuated school crossing traffic control signals not interconnected.
S.E. 47th Avenue —— 48' four-lane curbed section with parking on the south side.
S.E. 69tj Avenue —— 40' two-lane curbed section with parking on both sides.

PROJECT DATA: The work under this project consists of the following:
(1) Preliminary engineering all phases including PS & E preparation.
(2) Replace existing signals with two-phase pedestrian actuated interconnected traffic control signals.

NOTE: Portions of the preliminary engineering will be accomplished by City of Portland forces with required supervision and contracting by State forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

NOTE: Interim Urban System approved by FHWA on March 3, 1975.

Additional Right-of-Way: None required.

IM 50-1-70: Exempt from State and District 2 Clearinghouse A-95 reviews under working agreements dated April 28, 1970 and October 26, 1970, respectively.

FHPM 7-7-5 Requirements: (a) Public Hearings -- Not required under the provisions of para. 6c.
(b) Location/Design -- Not a factor in the development of this project.

FHPM 7-7-2 Requirements: Non-major action project.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

Data for PR-37: Preliminary Engineering

Field Work	-	$ 500.00
PS & E Prep.	-	2,500.00
		$3,000.00

NOTE: This project is in Congressional District No. 3.

FALL

OREGON STATE
HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

BOB STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 7, 1975

City of Portland
GARY STOUT, Director
Office of Planning & Development
1220 SW Fifth Avenue
Portland, OR 97204

In order that all those bureaus in the City are aware of recently approved project requests from the City of Portland, for Urban Systems Projects, please be advised that the traffic signals at SE 47th and Powell Boulevard, and SE 69th and Powell Boulevard, have been approved.

I have initiated correspondence, as has the Project Development Engineer of the Division, with Don Bergstrom, to initiate the City's design work. The Highway Division will provide for final plans advertising awards and administration of the construction contract on the project.

Mr. L. E. George, Traffic Engineer, has been requested to proceed with preparation of the necessary agreements for the project.

R. N. BOTHMAN
Metropolitan Engineer

ebg

cc: Ernie Bonner, Director, Bureau of City Planning
Mike Lindberg, Public Works Administrator
Don Bergstrom, City Traffic Engineer
L. W. Rulien, Project Management Engineer
L. E. George, Traffic Engineer
J. H. Versteeg, Road Design Engineer
G. A. Potter, Director Environmental Section
Richard Unrein, Urban Engineer
E. L. Hardt, Region 1 Engineer

RECEIVED
COUNTY & CITY SECTION
APR 9 - 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT SECTION
ACTION INFO
APR - 8 1975

FAU

Salem, Oregon

April 1, 1975

Mr. D. E. Swan
Project Management

for RJEZ
Richard Unrein
Urban Engineer
County-City Unit

Urban System Project Programming Request

City: Portland. Section: S. E. Powell Boulevard (FAU 0640) at S. E. 47th and S. E. 69th Avenues (Portland) Section.

Proposed Work: State to perform preliminary engineering necessary to prepare project for contracting. (City of Portland will prepare preliminary plans at its sole expense.)

Costs:

	Total	Federal	State
*P. E.	$ 3,000	$ 2,340	$ 660
Right-of-Way	--	--	--
Construction	(27,000)	21,060	5,940
	$30,000	$23,400	$6,660

*Field--$500 P.S.&E.--$2,500

Existing Facilities:

S. E. 47th Avenue: 48-foot pavement with parking on south side; four lanes.
S. E. 69th Avenue: 40-foot pavement with parking on both sides; two lanes.

*Proposed Project: Modernize two pedestrian actuated school crossing traffic control signals to meet the standards of the manual on "Uniform Traffic Control Devices".

Project No.: M-0640(-).

Additional Right-of-Way: None.

*See attached project request.

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

System Action: None required. Interim Urban System approved 3/3/75.

Railroads: None.

Airports: None.

Water Developments: None.

Historic and Recreation Areas: None.

Relocation Assistance Payments: Not required.

Route Data: FAU 0640.

State Clearinghouse Approval: Exempt per 4/28/70 working agreement.

District 2 Clearinghouse Approval: Exempt per 10/16/70 working agreement.

Hearing: Not required.

Access Control: Not applicable.

Parking Restrictions: None.

ADT:

	Present (1975)	Future (1995)
S. E. 47th Avenue	29,500	47,400
S. E. 69th Avenue	15,000	24,000

GEZ:scr

Attachment

☑ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FAU

MEMORANDUM TO FILES

DATE: March 18, 1975

FROM: George N. Hopkins
Project Development Engineer

RE: Traffic Signals--City of Portland
47th Avenue and Powell Boulevard
69th Avenue and Powell Boulevard

The matter of advancing the two pedestrian-actuated traffic signals to an early contract has been worked out between Don Bergstrom, City of Portland and Richard Unrein, County-City Unit.

Don Bergstrom will perform the design at City's expense. OSHD will review City's design and provide 100 percent of match funds. OSHD will advertise, award and administer the construction contract.

GNH:scr

cc: Don Bergstrom, City of Portland
E. S. Hunter
L. E. George--Please proceed with preparation of agreement.
J. H. Versteeg
County-City Unit

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Form E-39

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Location SE 47th and S.E.69th Traffic Signals

Date March 5, 19 75

Highway FAU 0640 - Powell Boulevard

Authorization No. 1

County Multnomah

Survey Prefix 326-1925 (Assigned by Salem office)

Description of termini, route, length, etc.:

Two traffic signals located as above.

Purpose of survey: To modernize two pedestrian-actuated,school crossing traffic control signals to comply with the"Manual on Uniform Traffic Control Devices", per letter of Richard Unrein of 2/26/75.

Purpose of survey:

Field 901	$3,000.
Plans 905	250
Spe'cs 921	250

Estimate of cost:

Total estimated cost of survey . . . . . $ 3,500

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

Field Engineer

Recommended for Approval:

Location

Division Engineer

Approved:

Ass't State Highway Engineer

SP*52440-734

OFFICE ENGINEERING SECTION
P. E. APPR. 4-15-75
FED. AID FAUS STATE

313

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

February 26, 1975

TO: Mr. R. N. Bothman
Metro Engineer
Portland

RE: Approved Urban System Project
Powell Boulevard at S. E. 49th and 69th Avenues
Portland

146-5
992-5

FROM: Richard Unrein
Urban Engineer
County-City Unit

E. S. HUNTER

Attached are two copies each of a summary and description of a City of Portland Urban System project. The Transportation Commission approved this project at its February 26, 1975 meeting.

Please initiate an "Authority for Survey" for this project.

Also, please inform the City of Portland of the Commission's approval of the project request.

RU:scr

Attachment

cc w/att: E. S. Hunter
L. W. Rulien
L. E. George
J. H. Versteeg
J. B. Boyd
W. J. Hart
C. T. Keasey
R. E. Royer
Victor Wolfe
Gary Potter
E. L. Hardt, Region 1 Engineer
C. T. Christianson, FHWA

RECEIVED
FEB 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

CITY OF PORTLAND
Proposed Urban System Project

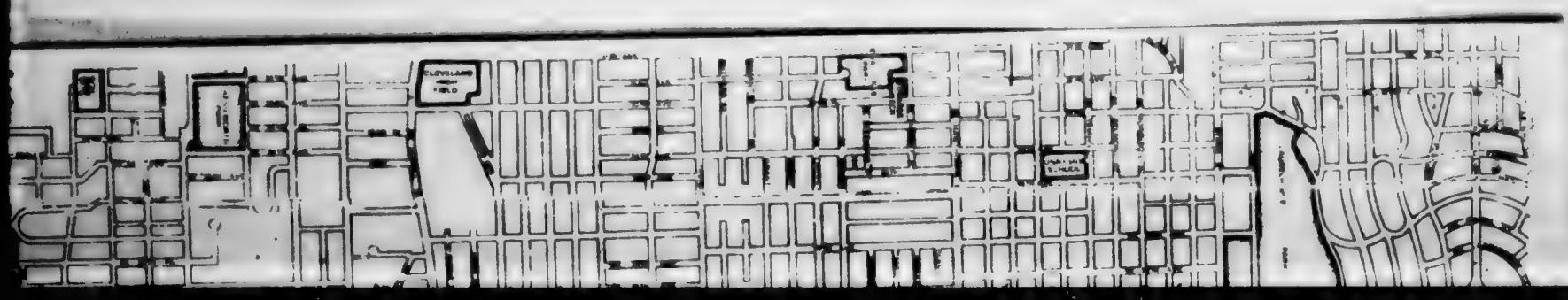
S. E. Powell Boulevard (FAU 0640) at S. E. 47th Avenue and
S. E. 69th Avenue (Portland) Section
Traffic signals; $30,000

This project entails all the necessary work and costs to modernize two pedestrian-actuated school crossing traffic control signals to comply with the Manual on Uniform Traffic Control Devices.

Perform all necessary engineering.

Provide necessary traffic signals and interconnect.

75-b
2/13/75



PROPOSED F. A. URBAN SYSTEM PROJECT

MT TABOR PARK

FAU 0640

N

PORTLAND

8.313

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 19, 1975

TO Transportation
Oregon State ~~Highway~~ Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Federal Aid Urban System Project Requests

Ten requests for approval of Urban System projects will be presented for your consideration at the February 26 meeting.

(1) The City of Baker is requesting a project to widen a half-mile section of Birch Street in east Baker.

(2) The request from Clackamas County involves the signalization of seven intersections within the Portland urban area.

(3) Urban System funds are being requested by Dallas to complete a TOPICS project on the Kings Valley Highway and Uglow Avenue that was approved by the Commission on August 26, 1974.

(4) A 1.25-mile segment of Royal Avenue in West Eugene will be widened by a request from the City of Eugene.

(5) The City of Newport is requesting funds to widen a 0.7-mile portion of Bay Boulevard adjacent to Yaquina Bay.

(6) Oregon City is requesting improvements to the intersection of Cascade Highway and Beavercreek Road.

(7) Two pedestrian-actuated school crossing signals on S. E. Powell Boulevard will be modernized by the request of the City of Portland.

(more)

(8) Two requests come from the City of Springfield. One involves widening and signalization of a 0.5-mile (9) section of Centennial Boulevard. The other project provides for traffic signal work at four intersections in northern Springfield.

(10) The City of The Dalles is requesting Urban System funds to complete the Mill Creek Bridge on West Tenth Street that was approved as a TOPICS project by the Commission on October 19, 1971.

Federal Urban System funds for these projects are estimated at $1,283,100 with the State providing approximately $180,950 in match funds and an equal amount being contributed by the involved local units of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System program. I recommend your approval and request authority to sign the project agreements for and on your behalf.

Attachment

bc C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
V. E. Skoog
D. N. Harwell
R. N. Bothman
E. L. Hardt
C. O. Fredrickson
Alfred Shirley, Jr.
C. M. Willialms
W. E. Schwartz
Jack Graham
Gary Sund
RU:scr ms

Portland
FAU

Form 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

February 18, 1975

FILE:

FROM: JON ROSE
Regional Federal Aid Engineer

SUBJECT: Urban System Projects
City of Portland

TO: DICK UNREIN
Urban Engineer

You asked that we review the request by the City of Portland for two Urban System projects on Powell Blvd. Both are signal projects - one at SE 47th and the other at SE 69th to upgrade existing pedestrian-actuated school crossing units.

The City Traffic Engineer's office advises that the existing signals were installed in the late 40's or early 50's and neither are interconnected to the general signal system. Since these are quite ancient, neither complies with the standards of the MUTCD and the absence of coordination with the system creates traffic hazards which the proposed improvement would remedy.

It is the opinion of both Region 1 and Metro that these projects are worthwhile and should be improved.

JR/b

Hopkins
Harwell
Holmes ✓
Prange
Unrein

RECEIVED
FEB 19 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Rev. 5/28/74

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Applicant Agency City of Portland Date December 10, 1974

Federal Aid System Route No. US26 Route Name Mt. Hood Highway

Project Name Modernization of traffic control signals on S.E. Powell Blvd. at S.E. 47th Ave. and S.E. 69th Ave.

Project Length _____ Project Location (Attached sketch map)

Project Description Modernize two pedestrian actuated school crossing traffic control signals to meet the standards of the Manual on Uniform Traffic Control Devices for streets and highways.

Average Daily Traffic 28,000-47th / 16,000-69th Design Speed 30 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 48' at 47th / 40' at 69th Travel Lanes see below Shoulders --

Medians -- Parking see below

Sidewalks on both sides of variable width

Other at 47th, 4 lanes, 2 @ 9.5', 1 @ 10', 1 @ 11' with parking on south side; at 69th, 2 lanes, both 13' with parking on both sides.

2. Desired Roadway Cross Section: (Attach sketch)

Width _____ Travel Lanes _____ Shoulders _____

Medians _____ Parking _____

Curbed _____ Length Curb Radii _____

Sidewalk/Bikeway _____

Other _____

FOOTNOTES: No change in roadway

Description of Proposed Roadway Work _____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' & 80' Minimum 60' Maximum 80'

2. Will Additional Right-of-Way Be Needed? No Explain _____

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? _____

4. Will applicant acquire right-of-way and have State review negotiations? Yes_____ No_____

5. Should State negotiate and acquire right-of-way in behalf of applicant?

6. Should State prepare options? Yes_____ No_____

7. Is a public hearing necessary? _____

(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business? _____ If so, explain _____

(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? _____
If so, explain _____

III. TRAFFIC CONTROL DATA

1. Existing Signalization: Pedestrian actuated signals for school crossings at mid-block locations, not interconnected.

2. Proposed Signalization:

Location Mid-block between 47th and 48th and 69th and 70th on Powell Boulevard
Type Pedestrian actuated
Phases 2 phase
Type of Suspension span wire

Interconnected to be installed in this project
Other

FOOTNOTES: Replace obsolete controllers, signal heads, wood poles and bring up to MUTCD standard. Install 5,200 feet of interconnect cable to provide coordination.

3. Permanent Signing:

Include in project or by applicant? no change

4. Permanent Striping:

Include in project or by applicant?

IV. ILLUMINATION DATA

1. Present Illumination and Location:

2. Proposed Illumination:

Location
Type

V. STRUCTURE DATA

1. Existing Structure:

Location
Type
Size
To Remain in Place?

2. Proposed Structure:

Location
Is a particular type of structure and design desired?
Approximate size of proposed structure
Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

VI. RAILROAD DATA

1. Are there any railroad crossings? Location

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of tracks: Mainline Siding Total
Angle of Intersection
Sight distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered?

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections

2. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ -
Right-of-Way Costs (If participating)	-
Traffic Control	25,700
Illumination	-
Structures	-
Railroad	-
Other	-
Preliminary Engineering	
PROJECT TOTAL	$ 25,700

FOOTNOTES: See attached estimates and plans for details

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Portland, Oregon
By D E Benkton
By City Traffic Engineer

Multnomah County
By
By
By

CONTRACT INSTALLATION

12/ 5/74

ESTIMATE FOR REVISION OF

TRAFFIC CONTROL SIGNAL

ON

S.E. POWELL BLVD. AND 47TH AVE.

	LABOR + EQUIPMENT	MATERIAL
SET 1-26 FT STEEL POLES	236.89	410.89
INSTALL 1-2 POINT SIGNAL SPANS	70.12	9.37
INSTALL 2-1 WAY PEDESTRIAN SIGNALS	181.27	223.79
INSTALL 2 PUSH BUTTONS AND SIGNS	55.38	80.07
INSTALL 2 OVERHEAD JUNCTION BOXES	140.24	78.01
INSTALL 55 FT OVERHEAD CABLING	60.49	25.40
INSTALL 2200 FT OVERHEAD INTERCONNECT	1512.49	677.59
INSTALL CONTROLLER	164.54	3964.53
INSTALL SERVICE EQUIPMENT	90.44	42.91
INSTALL 4 VEHICLE SIGNAL HEADS 8- 8-12	140.24	581.25
REMOVE OLD SIGNAL EQUIPMENT	280.49	15.39
TOTAL MATERIAL		6109.27
TOTAL LABOR AND EQUIPMENT	2932.68	2932.68
TOTAL MATERIAL, LABOR AND EQUIPMENT		9041.95
+25 PERCENT OVERHEAD AND PROFIT		2260.48
TOTAL ESTIMATE FOR INSTALLATION		11302.44
ENGINEERING AND INSPECTION BY CITY		681.19
TOTAL ESTIMATE		11983.64

CONTRACT INSTALLATION

12/ 5/74

ESTIMATE FOR REVISION OF

TRAFFIC CONTROL SIGNAL

ON

S.E. POWELL BLVD. AND 69TH AVE.

		LABOR + EQUIPMENT	MATERIAL
SET 2-26 FT STEEL POLES		410.84	821.79
INSTALL 1-2 POINT SIGNAL SPANS		70.12	8.77
INSTALL 2-1 WAY PEDESTRIAN SIGNALS		181.27	223.79
INSTALL 2 PUSH BUTTONS AND SIGNS		55.38	80.07
INSTALL 2 OVERHEAD JUNCTION BOXES		140.24	78.01
INSTALL 45 FT OVERHEAD CABLING		49.49	20.78
INSTALL 3000 FT OVERHEAD INTERCONNECT		2062.49	923.99
INSTALL CONTROLLER		164.54	3964.53
INSTALL SERVICE EQUIPMENT		90.44	42.91
INSTALL 4 VEHICLE SIGNAL HEADS	8- 8-12	140.24	581.25
REMOVE OLD SIGNAL EQUIPMENT		280.49	15.39
TOTAL MATERIAL			6761.35
TOTAL LABOR AND EQUIPMENT		3645.63	3645.63
TOTAL MATERIAL, LABOR AND EQUIPMENT			10406.98
+25 PERCENT OVERHEAD AND PROFIT			2601.74
TOTAL ESTIMATE FOR INSTALLATION			13008.72
ENGINEERING AND INSPECTION BY CITY			703.29
TOTAL ESTIMATE			13712.01

PLAN

CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS
BUREAU OF TRAFFIC ENGINEERING

L. E. ANDERSON ..... COMMISSIONER
D. E. BERGSTROM ..... TRAFFIC ENGINEER

SIGNALIZATION PLAN

S.E. POWELL BLVD. AND S.E. 47TH AVENUE

SCALE: 1" = 30'-0"

sh Button on P.P.

O P.P.

BLVD.

Push Button

Revisions

Date	Description
	Remodel Signals

APPROVED _____
City Traffic Engineer

DATE 7-25-73

PL --4--604

Form PL-2

S.E. 47TH AVENUE

P.P.

10/C Fig. 8

Junction Box & Push Button on P.P.

P.P.

P4

2-5/C

2

1-10/C

7

3

6

P5

E. POWELL

BLVD.

Set S. C. P. with Controller, J. Box & Push Button

...IGNEAU & PRINTING CO., PORTLAND

PLAN

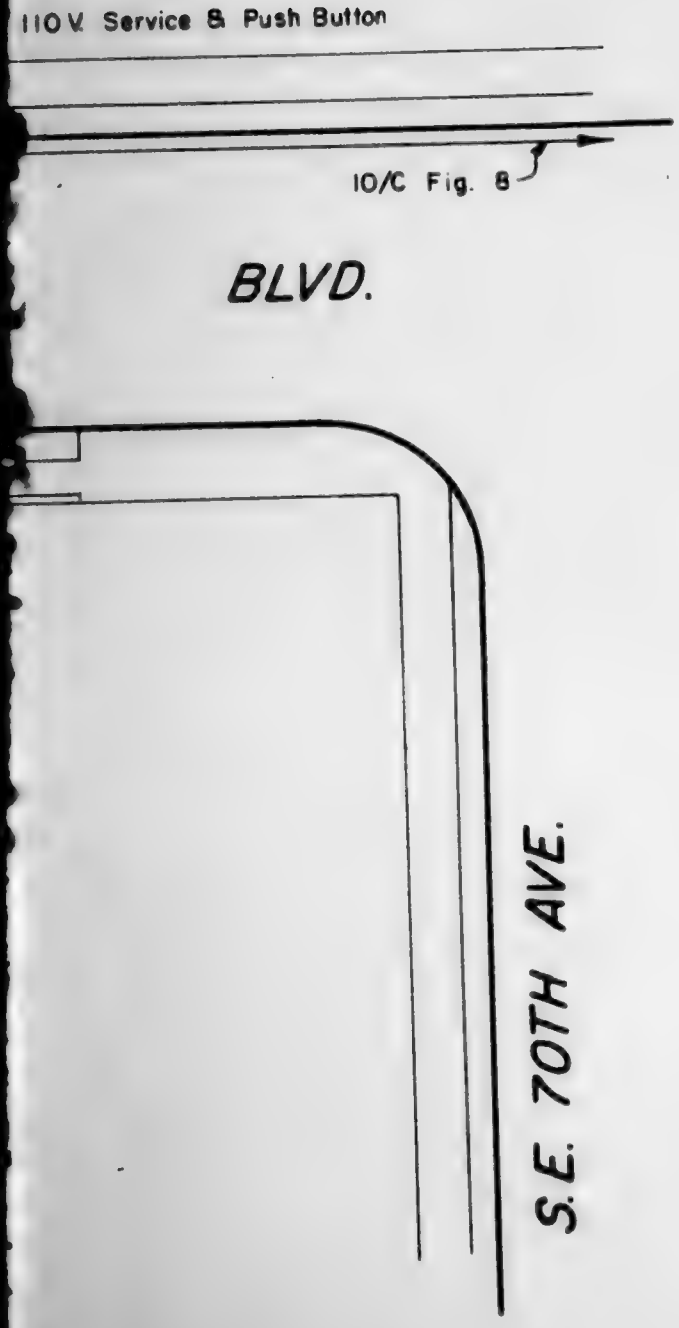
CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS
BUREAU OF TRAFFIC ENGINEERING

L. E. ANDERSON ..... COMMISSIONER
D. E. BERGSTROM ..... TRAFFIC ENGINEER

SIGNALIZATION PLAN

S.E. POWELL AVENUE BETWEEN SE. 69TH & SE. 70TH AVENUE

SCALE: 1" = 30'-0"



Revisions

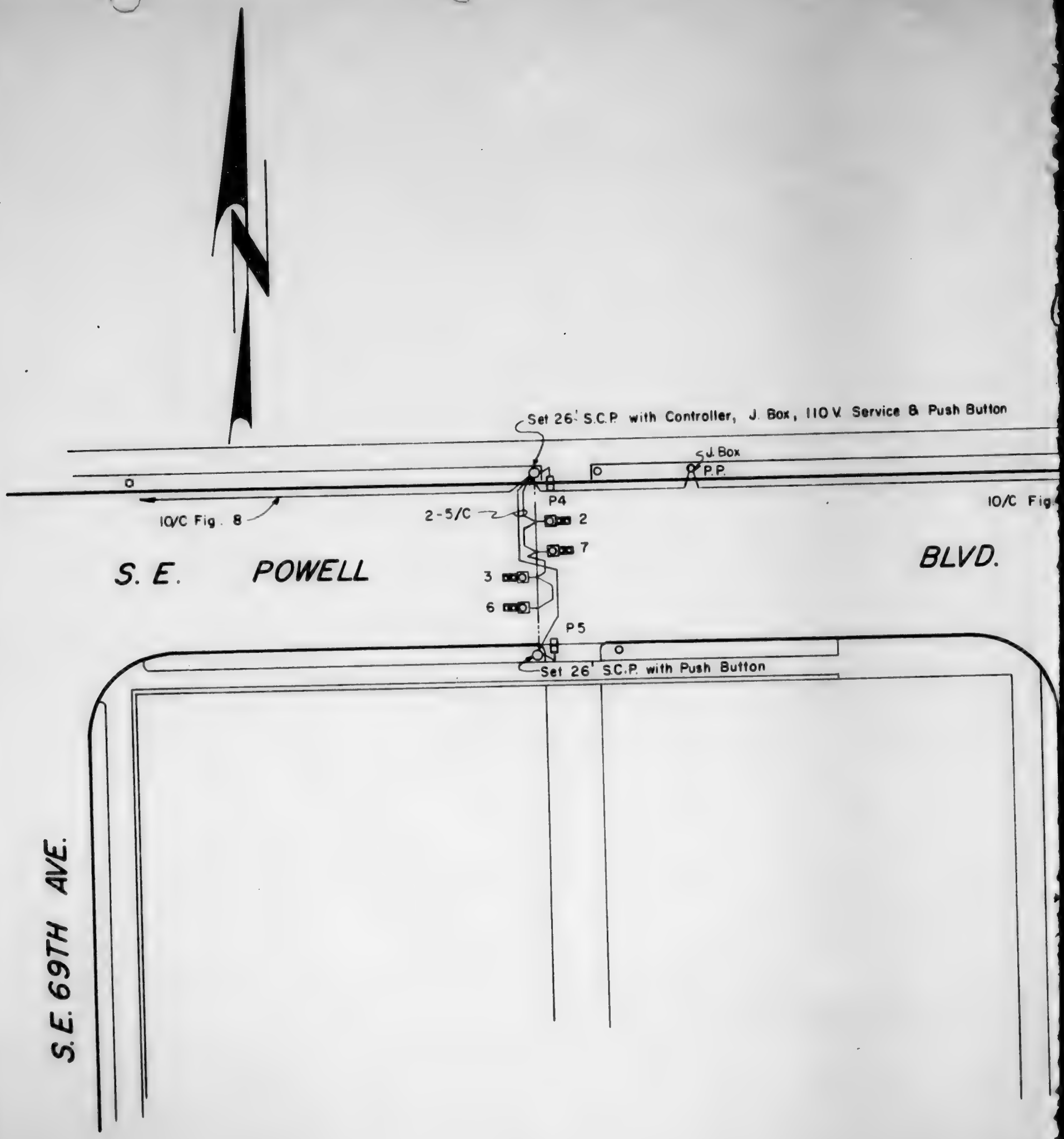
Date	Description
	Remodel Signals

APPROVED _____
City Traffic Engineer

DATE 7-25-73

PL --4--608

Form PL-2



GILMAN STATIONERY & PRINTING CO., PORTLAND

8314 Memaloose Safety Rest Area- 1975
Idaho St. Line Sec. Col. R. Hwy.
(Signs & shelters)

C/A 5130 4-30-75

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 4

Salem, Oregon

January 17, 1977

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Approval of Change Orders

TO: Carl Williams
Regional Engineer

Attention: R. A. Sandmann

In response to your letter of January 7, 1977, concerning the late change orders on the Memaloose Safety Rest Area project, and especially in regard to approval of change orders in general, I wish to again cite that the delegation of authority for final approval of any change order on contract work has never been extended beyond the Construction Section.

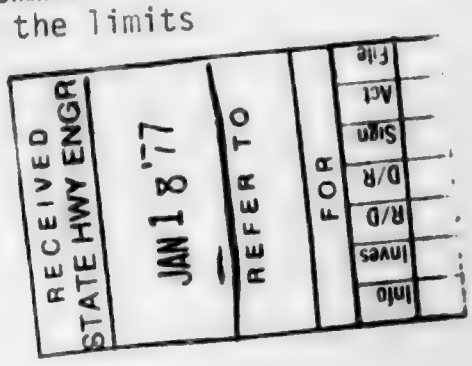
This matter has been discussed at considerable length in the past at Region Engineer Meetings and at our annual meetings with the Resident Engineers and the Regions. I still believe that it is necessary to retain the final approval authority in this office because of the insistence of the Federal Highway Administration on uniformity of documentation and application of specifications as well as maintaining a reasonably uniform construction policy throughout the State.

As has been previously stated, those minor, obviously required change orders can be approved by the Region Engineer if it is necessary to begin work on them immediately, and, of course, in any emergency type situation, the Resident Engineer can and should authorize commencement of the work.

These procedures do not, however, excuse the delay in submitting the required documents for final approval, such as happened on the Memaloose project.

If the work to be done under the change order cannot be delayed until the approved written order is received back, then a telephone or teletype request for approval can and should be made in accordance with previous instructions. In most situations, the change order can be anticipated in advance in time to route the paperwork through the necessary approval channels.

This is especially important if a project is overrunning the authorization, and there were two overrun requests to the Commission on the Memaloose project, or if it is approaching or exceeding the limits established by the Public Contract Review Board.



Your proposed "Advance Notice of Change Order" seems inappropriate, as the information it would contain is very similar to the check-off form currently used to transmit change orders. If advance approval is necessary, it can be obtained as indicated above by telephone or teletype.

We have received authorization from the FHWA for self-coding of change orders as to whether they are participating or non-participating, and more recently we received authority for final approval on many of the routine and minor changes, so that we no longer have to contact them on every change order in order to obtain participation. To do this, however, we have to indicate an approval date, and the Feds are becoming very critical of the quantity of very late change orders received. We do not want to lose the delegations of authority we have gained, and we cannot stand to lose participation on change order work.

CTK:fr

cc: E. S. Hunter

8314

FORM 61-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

January 7, 1977

FILE: CON 1
CON 5

RECEIVED
STATE HWY ENGR
JAN 10 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FROM: Robert A. Sandmann
Regional Construction Engineer

SUBJECT: Memaloose SRA
13 Late Orders

TO: C. T. Keasey
Construction Engineer

ATT: John Bond

Your letter of December 23, 1976 on "Subject" did not request a response, but I feel one is warranted.

You are absolutely correct that all change orders should be processed in a timely manner so that loss of federal participation does not occur.

Resident Engineer Oliva has written a response to your letter. His letter is attached.

I believe he has brought up a point that needs to be considered. That is how do we get a working contractor to give us prices in a timely manner. What lever do we have in getting cost information so that a change order can be prepared? Oliva admits that he should have been more diligent in getting the information. The same applies to me. I believe this is a topic that should be discussed in our upcoming annual Resident Engineer's meeting.

Another facet exposed by this situation and brought out in your letter is that you were not contacted for approval.

The total of all thirteen (13) Price Agreements (No. 33-45) was approximately $14,400. PA No. 33 was for approximately $9,650; PA No. 42 was for a $200 credit: PA No. 44 was for approximately $1,100; the remaining ten (10) price agreements were for approximately $3,850.

Oliva and I did discuss the "substantial" price agreements (Nos. 33, 42, 45 and 43) with Dave Carter of FHWA. We were remiss in not making this known on the transmittals with the change orders.

As far as not contacting your office to get approval, I guess I am the guilty party. At the time, I was operating under the impression that Region could approve minor or obviously required orders. I consider all of the price agreements except No. 33 to be minor and necessary in nature. If you consider the dollar value of the orders and exclude No. 33, 42, and 44, the average cost is $385 per order. Every one of the thirteen (13) change orders was required. Whether we had your approval or not, the work had to be done.

Even today, in retrospect, I do not feel it was necessary to get your approval for every change order. I do feel that you should be notified of an impending change order. That is where I goofed.

With that in mind, I have attached a suggested form for use by the field. The intent is to minimize both problems brought out by "Subject" situation. The form can be used as a 'tickler' and as a vehicle for giving everyone notice.

Your comments on its format and useage are solicited.

RAS:mr

enclosure

cc: E. S. Hunter
N. L. Oliva

8314

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

The Dalles, Oregon
January 3, 1977

FROM: Norman L. Oliva
Resident Engineer

SUBJECT: Memaloose Safety Rest Area
Late Work Orders

TO: Robert A. Sandmann
Region Construction Engineer

In response to C. T. Keaseys letter on arrival of late work orders; I have to concur that late arrival of work orders create problems.

I have only one valid excuse and that excuse is that I repeatedly asked the contractor for cost estimates for the proposed changes. Once in awhile I would get one out of him but the bulk of the change order requests piled up on his desk. On any change order that a subcontractor was involved with, I had little problem getting prices because the subcontractor went through the prime contractor and he made sure the subs' were paid in full for work performed. Waybo is a small company and both partners are working partners. I had enough difficulty in getting the routine paper work from him let alone the cost estimates. In fact I think that if I hadn't set a date to meet with him at his office in early November I still would be waiting for cost estimates.

I suppose that more insistence on my part may have produced the estimates sooner but I had other projects besides this one and these cost estimates were inadvertently forgotten for awhile.

ROE RE RME RCE FAE
RTE RECEIVED ENV
RUE JAN 5 1977 RDE
RSO REGION 4 RBE
ASSIGNED

8314

ADVANCE NOTICE OF CHANGE ORDER

Region_____ Date_____

Project Name_____ Contract No._____

Circle one: PA EWO SFO No._____

Brief description of work to be done:

Reason why work is necessary:

Has work started: Yes_____ Date Started_____

No_____ Est. Starting Date_____

Estimated Cost: Labor_____

Equipment_____

Materials_____ TOTAL_____

Salem headquarters notified: Yes_____ No_____

Who discussed_____

FHWA notified: Yes_____ No_____

Who discussed_____

Comments:

cc: Region
Construction

Resident Engineer_____

8314

November 22, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8314 awarded to Waybo, Inc., for interpretive shelters in the Memaloose Safety Rest Area-Idaho State Line Section of the Columbia River Highway and Old Oregon Trail in five counties was completed on June 5, 1976, and accepted by the State Highway Engineer on November 17, 1976.

The total contract amount is $136,442.21 including $1,472.76 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Waybo, Inc.
7580 N.E. Killingsworth
Portland, OR 97218

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

8314

OREGON STATE
HIGHWAY DIVISION

July 21, 1976

Waybo, Inc.
7800 NE Killingsworth St.
Portland, OR 97218

Attention: Wayne J. Easley

Re: Contracts: 8072, 8314

We received a safekeeping receipt from the Oregon Bank for certificate of deposit #334, $65,000. At your request, we are crediting contract 8072 for $58,000 in lieu of retainage and contract 8314 for $7000 in lieu of retainage.

You should shortly be receiving our check for $46,164.89, returning the amount of your cashiers check used as a deposit in lieu of retainage on contract 8072.

Vernon E. Skoog, Controller

by _____
Janice Peterson
Contract Payments Executive

JP:bk

bc: ✓ C.W. Head
R. Church
C. Barrett

E-123

WAYBO INC.

GENERAL CONTRACTORS - ROCK PRODUCTS

7800 N.E. Killingsworth St.
Portland, Oregon 97218
254-1569

July 12, 1976

Oregon State Highway Dept.
Finance Section
State Highway Building
Salem, Oregon 97310

Attention Janice Petersen,

Dear Ms. Petersen,

Your department should have received, or will receive shortly a notification from the Oregon Bank that we have placed a certificate of deposit with them for safekeeping, in the name of the Oregon State Highway Division. The amount of the certificate will be for $65,000.00 and it is to be held for the State in lieu of retainage on our contracts #8072 and #8314. We would like $7,000.00 to be allocated to Contract #8314 and $58,000.00 to #8072.

In March we sent your office a certified, or cashier's check for $46,164.89 in order to have a certificate of deposit released at that time. We would now like to have that money plus the balance retained to date in our next payment, if possible. We hope this does not cause you a lot of extra work. Thank you.

Yours truly,

Wayne J. Easley, Pres.
Waybo Inc.

WJE/de

RECEIVED
JUL 13 1976
CONTRACT ACCOUNTING

SAFEKEEPING DEPARTMENT

the oregon bank

INVESTMENT DEPARTMENT
P.O. BOX 2715
PORTLAND, OREGON 97208
PHONE (503) 226-4266

NAME Waybo Inc.
Assigned to The Oregon State Hwy Division
Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

[X] DEPOSITED AND PLEDGED. The securities listed are deposited by depository bank to secure the repayment of funds deposited with it by see below and are to be held, released, surrendered and delivered in the manner prescribed by the Laws of the State of Oregon with reference thereto. The custodian bank shall give the said securities only the care ordinarily given to special deposits of this character.

[ ] DEPOSITED. The securities listed are to be held in safekeeping and delivered upon proper receipt therefor from the owner or the authorized representative of the owner. The income from said securities shall be disposed of as indicated. The bank shall give the said securities only the care ordinarily given to special deposits of this character.

NOT NEGOTIABLE: THIS RECEIPT MUST BE PRESENTED WHEN SAFEKEEPING SECURITIES ARE WITHDRAWN

DATE	SECURITY NO.	ACCOUNT NO.	NO. VAULT	DISPOSITION OF INCOME
7-13-76			1	Parkrose Branch

UNIT SHARES FACE VALUE	DESCRIPTION
$65,000.00	ISSUE: The Oregon Bank Certificate of Deposit RATE 5-1/2% DUE 10-7-76 OPTIONAL DATED 7-9-76 LEGAL NEXT COUPON Note: Funds in this certificate to be released to (contractor) only upon written notice to disburse from Oregon State Highway Division. CERTIFICATE NO. #334

RECEIVED
JUL 15 1976
CONTRACT ACCOUNTING

PREPARED BY	APPROVED BY	SECURITIES RECEIVED BY

FORM NO. 7/73 INV. #366

CUSTOMER COPY

2609

8314

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Memaloose SRA-Idaho State Line	WEEK ENDING: June 11, 1976	
	SECTION PREFIX: 673-1014-900	
HIGHWAY: Columbia River & Old Oregon Trail	COUNTY: Five (5) Counties	
NAME OF JOB: Memaloose SRA-Idaho State Line	KIND OF WORK: Interpretive Shelter Construction	
CONTRACTOR: Waybo, Inc.	CONTRACT NUMBER: 8314	FEDERAL AID PROJECT NUMBER: I80N-0(4)70 & I80N-7(48)295
DATE OF CONTRACT: October 29, 1975	DATE WORK STARTED: March 5, 1976	ESTIMATED COMPLETION DATE: June 5, 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 200	CALENDAR DAYS USED: 199
PROJECT AUTHORIZATION: $195,324.35	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 99½
EXCLUSIVE OF ENGINEERING: $177,994.85	ENGINEERING AUTHORIZATION: $15,329.70	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $177,994.85	ENGINEERING COST TO DATE: $23,933.34	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	this week 510.00 PERCENT OF AUTHORIZATION 156 %	DATE PROJECT WAS COMPLETED: June 5, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
			Shelter Construction				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	1				
HOURS PER SHIFT	12				

EQUIPMENT USED DURING THE WEEK:

1 flatbed truck, 1 pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6		0		
MONDAY 7	Fair, Windy	0		
TUESDAY 8	Fair	0		
WEDNESDAY 9	Overcast	0		
THURSDAY 10	Fair	0		
FRIDAY 11	"	0		
SATURDAY 5	"	1		Work on this project completed as of this date

Routing

Keasey ✓ Richards
Bond Glenn
Jackmond ✓ Berg
Harwood
Johnsen
Walker

RECEIVED
JUN 15 1976
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 6	No Activity
MONDAY 7	Placing Interpretive XXXX Displays at Memaloose SRA, Westbound
TUESDAY 8	Placing Inte pretive Displays at Memaloose SRA, Eastbound
WEDNESDAY 9	Placing displays at Stanfield both Eastbound and Westbound SRA
THURSDAY 10	Placing displays at Deadmans Pass SRA, both Eastbound and Westbound
FRIDAY 11	Placing displays at Charles Reynolds SRA, Eastbound and WEstbound
SATURDAY 5	Placing tri. and stain on ceilings at Stanfield SRA, both sides, also clean up work at both sides.

REMARKS

Contract completed on June 5, 1976 except for some monor cleanup and installing Interpretive displays supplied by the State.

SIGNED for: A. N. Van Cleave, LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

8314

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-188	5-13-76	State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Baker
MODIFICATION NUMBER 1		Project Number I-80N-7(48)295

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 3, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 44,049	$ 44,049
Federal funds	$ 40,648	$ 44,049
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed December 3, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 3,401."
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C. J. Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. L. Green
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NO. 12-100	FEDERAL-AID PROJECT AGREEMENT 12 3 75	County: Baker
		Project No.: I-80N-7(48)295

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N, Baker Valley and Weatherby SRA

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-1-75	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.28%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 44,049.00	$ 40,648.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. L. Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright for
G. L. Green *(Division Administrator)*

Date executed by
Division Administrator _____

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, November 26, 1975

Federal-aid Project
No. I-80N-7(48)295

BAKER VALLEY AND WEATHERBY SRA
OLD OREGON TRAIL HIGHWAY
BAKER COUNTY

Project Agreement Estimate.

Type Code Y002
Interpretive Signing (M.P. 295 and M.P. 335.8)

Small Shelter	2 only	7,250.00	$14,500.00
Site Work, Baker Valley SRA	All Required		5,220.00
Site Work, Weatherby SRA	All Required		6,340.00
			$26,060.00
Anticipated Items			
Temporary Erosion Control (E.W.)	All Required (25%)		$ 25.00
Construct One Sign Shelter (S.F.)	All Required		9,460.00
Production and Shipping Interpretive Sign (S.F.)	All Required		4,500.00
			$13,985.00
	Subtotal		$40,045.00
	Engineering		4,004.00
	Total		$44,049.00

Length of Project - - - - - 0.000 Mile

Federal Funds - - - - -

8314

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 5-178
PROJECT REPORT NUMBER
MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-13-76

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

STATE COPY

Form Approved; O M B No. 04-R2089

State: Oregon

County: Umatilla, Malheur, ~~Union & Wasco~~

Project Number: I-80N-0(4)70

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 3, , 19 75 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ ~~143,324~~	$ ~~143,324~~
Federal funds	$ ~~132,259~~	$ ~~143,324~~
Other revisions		

This modification is made for the following reasons:

The Project Agreement executed ~~Dec. 3~~, 1975 is modified to increase Federal-aid participation to ~~100~~ percent in accordance with PL 94-30. Such additional Federal Funds requested total $ ~~11,065~~."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May , 19 76 .

~~OREGON STATE HIGHWAY DIVISION~~
(Official name of Highway Agency)

By C. S. Hunter

~~Asst. State Highway~~ Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. L. Green
(Division Administrator)

for: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete GPO 895-313

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NO. 12-99	FEDERAL-AID PROJECT AGREEMENT 12 5 75	State Oregon
		County Wasco, Umatilla, Union, Malheur
		Project No. I-80N-0(4)70

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N, S.R.A. Signs M.P. 70, 184, 228, 265, & 376

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*	10-1-75	0.00

ESTIMATED TOTAL COST OF PROJECT	FUNDS Pro rata 92.28% FEDERAL FUNDS
$ 143,324.00	$ 132,259.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Lentz

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
(Division Administrator)

For G. L. Green

Date executed by
Division Administrator _____

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, November 26, 1975

Federal-aid Project
No. I-80N-0(4)70

MEMALOOSE S.R.A.-IDAHO STATE LINE
COLUMBIA RIVER AND OLD ORE. TRAIL HWYS.
WASCO, UMATILLA, UNION & MALHEUR COUNTIES

Project Agreement Estimate

Type Code Y002
Interpretive Signing (M.P. 73 to M.P. 377.5)

Small Shelter	6 only	7,250.00	$ 43,500.00
Large Shelter	3 only	9,400.00	28,200.00
Site Work, Memaloose S.R.A. Eastbound	All Required		2,500.00
Site Work, Memaloose S.R.A. Westbound	All Required		2,500.00
Site Work, Stanfield S.R.A. Eastbound	All Required		3,500.00
Site Work, Stanfield S.R.A. Westbound	All Required		3,500.00
Site Work, Deadmans Pass S.R.A. Eastbound	All Required		5,200.00
Site Work, Deadmans Pass S.R.A. Westbound	All Required		5,200.00
Site Work, Chas. Reynolds S.R.A. Eastbound	All Required		3,300.00
Site Work, Chas. Reynolds S.R.A. Westbound	All Required		3,300.00
Site Work, Ontario S.R.A.	All Required		5,870.00
			$106,570.00

Anticipated Item		
Temporary Erosion Control (E.W.)	All Required (75%)	$ 75.00
Production and Shipping of Signs (S.F.)	All Required	23,650.00
		$ 23,725.00
Subtotal		$130,295.00
Engineering		13,029.00
Total		$143,324.00

Length of Project - - - - 0.00 Miles

Federal Funds - - - -

8314

15

ROBERT W. STRAUB
GOVERNOR

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 23, 1976

The Oregon Bank
Investment Dept.
P.O. Box 2715
Portland, Oregon 97208

RE: Waybo, Inc.
Contracts 8072 & 8314

When Certificate of Deposit 285, $100,000, matures, the proceeds may be returned to the contractor, Waybo, Inc. This certificate is currently deposited in lieu of retainage on contract 8072 ($60,000) and 8314 ($40,000). The contractor has deposited a cashiers check with us sufficient to cover the retainage requirements on contract 8072 ($46,164.89).

We enclose the safekeeping receipt for certificate 285.

V.E. Skoog, Controller

By
Janice Peterson, Contract Payments Executive

JP/jm

cc: Waybo, Inc.
7580 N.E. Killingsworth
Portland, Oregon 97218

Form 81-734-1382

Oregon State Highway Division

NOTIFICATION OF ADVANCE DEPOSIT

To: FINANCE BRANCH
Ledgers & Revenue Unit

ACCOUNTING ONLY
Reference
Invoice No.
Date Recd.

CARD 1

Depositor Wayba, Inc.

Amount 46,464.89

Section Responsible for Monitoring Project Finance Branch

Estimated Completion Date 12/76

Purpose Deposit in lieu of retainage

Other Information (File #, FA Project, etc.) F80N-3(64)70

Billing Method (CHECK ONE ONLY):

A. Request for Outside Billing Submitted by Responsible Section -
(1) ☐ Monthly (2) ☐ Upon Completion (3) ☒ Other When necessary

B. Billing Made by Finance Branch Based Upon Contract Payments -

Construction Prefix _____ PE Prefix _____

(4) ☐ SCA
(5) ☐ Urban
(6) ☐ FAS-C
(7) ☐ Off System
(8) ☐ Title II, Normal
(9) ☐ Title II, Grade Crossing

Remarks Wayba to be reimbursed when retainage is reduced and/or contract is finaled

Prepared by J. Thurow Date 3/23/76

NOTICE OF ADVANCE DEPOSIT RECEIVED

To:

ACCOUNTING ONLY
Reference
Invoice No.
Date Recd.
Deposit Amt.

Depositor _____

Remarks _____

Received by _____

Form 81-734-1382

8314

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 3, 1976

The Oregon Bank
Investment Dept.
PO Box 2715
Portland, OR 97208

Re: Waybo, Inc.
Contracts 8314, 8072

We received your safekeeping receipt 2307, covering TCD 277, $100,000 to be used as a deposit in lieu of retainage on our contracts 8314 and 8072 with Waybo, Inc. This replaces matured TCD 95969, $100,000. A copy of the safekeeping receipt for the matured security is enclosed.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Waybo, Inc.

bc: C. W. Head
J. Bond
R. Church
C. Barrett

SAFEKEEPING DEPARTMENT

the oregon bank

INVESTMENT DEPARTMENT
P.O. BOX 2715
PORTLAND, OREGON 97208
PHONE (503) 226-4266

☐ DEPOSITED AND PLEDGED. The securities listed are deposited by depositor bank to secure the repayment of funds deposited with it by _____ and are to be held, released, surrendered and delivered in the manner prescribed by the Laws of the State of Oregon with reference thereto. The custodian bank shall give the said securities only the care ordinarily given to special deposits of this character.

☐ DEPOSITED. The securities listed are to be held in safekeeping and delivered upon proper receipt therefor from the owner or the authorized representative of the owner. The income from said securities shall be disposed of as indicated. The bank shall give the said securities only the care ordinarily given to special deposits of this character.

NAME Waybo Inc.
Assigned to the Oregon State Hwy Division
Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

NOT NEGOTIABLE. THIS RECEIPT MUST BE PRESENTED WHEN SAFEKEEPING SECURITIES ARE WITHDRAWN

DATE	SECURITY NO.	CUSTODY NO.	NO.	DISPOSITION OF INCOME
1-26-76			1	Parkrose Br

UNIT SHARES FACE VALUE	DESCRIPTION	
$100,000.	ISSUE: The Oregon Bank Certificate of Deposit	RATE 4.75 DUE 2-25-76 OPTIONAL DATED 1-26-76 LEGAL
	NEXT COUPON	
	CERTIFICATE NO. 277	

PREPARED BY	APPROVED BY	SECURITIES RECEIVED BY

FORM NO. 7/73 INV. #366

CUSTOMER COPY

2307

8314

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 13, 1975

The Oregon Bank
Parkrose Branch
10120 NE Sandy Blvd.
Portland, OR 97218

We received your safekeeping receipt number 2112, $100,000, to be used as deposits in lieu of retainage on our contracts with Watson Asphalt Paving Co. as follows:

Contract	Amount
8072	$60,000
8314	40,000

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Waybo, Inc.

bc: C. W. Head
J. Bond
R. Church
C. Barrett

the oregon bank

P.O. BOX 2715
PORTLAND, OREGON 97208
PHONE (503) 226-4256

Waybo, Inc.,

NAME Assigned to the Oregon State Highway Division
Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

deposited by depository bank to secure the repayment of funds deposited with it by see below and are to be held, r... sed, surrendered and delivered in the manner ... by the Laws of the ... of Oregon with reference thereto. The custodian bank shall give the said securities only the care ordinarily given to special deposits of ... character.

☐ DEPOSITED. The securities listed are to be held in safekeeping and delivered upon proper receipt therefor from the owner or the authorized representative of the owner. The income from said securities shall be disposed of as indicated. The bank shall give the said securities only the care ordinarily given to special deposits of this character.

NOT NEGOTIABLE: THIS RECEIPT MUST BE PRESENTED WHEN SAFEKEEPING SECURITIES ARE WITHDRAWN

DATE	SECURITY NO.	ACCOUNT NO.	NO. VAULT	DISPOSITION OF INCOME
11-10-75			1	Parkrose Branch

UNIT SHARES FACE VALUE	DESCRIPTION
$100,000.	ISSUE: The Oregon Bank Certificate of Deposit RATE 7.0 DUE 1-26-76 OPTIONAL DATED 7-30-75 NEXT COUPON LEGAL Note: Funds in this certificate to be released to (contractor) only upon written notice to disburse from Oregon State Highway Division. CERTIFICATE NO. 95969

PREPARED BY	APPROVED BY	SECURITIES RECEIVED BY
K Gaston	[illegible]	

FORM NO. 7/73 INV. #366

CUSTOMER COPY

2112

8314

~~PRO 0-2~~

September 4, 1975

TO: G. L. Green, Division Admin.
Federal Highway Administration

FROM:
L. W. Rullen
Project Management Engineer

SUBJECT: Mamaloose Safety Rest Area-Idaho
State Line Section
Projects: I-80N-0(4) and I-80N-7(48)295

Concurrence is requested in rejecting the bids received August 28, 1975 for the subject projects. The low bid received from RDM Constructors, of Salem in the amount of $172,283 which is $82,933.00 or 92.8% above the Engineers estimate of $89,350.00 is considered too high for the Oregon Transportation Commission to accept. Two other bids were received in the amounts of $225,500.00 and $239,180.00.

We are reviewing the plans and specifications to determine if changes can be made to make the project less costly to construct.

Federal Highway Administration
Endorsement

I concur in rejecting the bid.

Date _____

G. L. Green, Division Admin.

CL:dc

cc: E. S. Hunter

8314

June 24, 1975

TO OREGON TRANSPORTATION COMMISSION

FROM F. B. Klaboe, Administrator &
State Highway Engineer

SUBJECT Finance Approval

The following are projects not in the six-year construction program that need finance approval for contracting:

SECTION	FUNDING	AMOUNT	REMARKS
N. Albany Intchge.--Lebanon Rd. Intchge., Pacific Hwy., Linn Co., Rdsd. Impr.	FAI	196,300	Last Stage, Existing Contract
Old Ore. Trail Sign Shelters, Col. Riv & OOT Hwys., Shelters, Landscape	FAI	100,000	Historical Interpretive Signs
Bubbs Ranch-Weatherby, Old Ore. Tr. Hwy., Baker Co.: Rock Fallout Fencing	FAI	155,000	Accident Prevention, Safety
Ontario Intchge., Old Ore. Tr. Hwy., Malheur Co.: Rdsd. Impr.	FAI	85,000	Completion of Previous Work
Neil Creek-Calif. State Line, Pacific Hwy., Jackson Co.: Truck Escape Ramps	FAI	550,000	Adverse Grade, Safety

8314

7B

7A

The above projects are either final stages of previous work or specialized work not previously anticipated.

Your approval is recommended and the matter will be on the agenda for your consideration at the June meeting.

LWR:dgk

8314

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

May 23, 1975

Mr. Tom Vaughan
Director, Oregon Historical Society
1230 SW Park Avenue
Portland, OR 97205

Dear Tom:

Your letter of April 25 outlined a proposal involving the installation of highway signs and trail markers on a state-wide basis. Subsequently, this proposal was presented at the April 29 Transportation Commission meeting by Millard McClung of your office. Since that presentation, Mr. L. E. George, our Traffic Engineer, has met with your Memorials Committee to discuss this program in further detail.

Based on this last meeting, we understand that the Oregon Historical Society will function as the main coordinator of the proposed program. As was indicated to you at that meeting, a considerable amount of effort will be required to field check the locations of the suggested signs and markers, to determine if a safe traffic operation is possible or available at each of the locations. This, of course, is necessary in order for a vehicle and its occupants to stop and read the legends since they will be of a size not legible from a moving car. An additional expenditure of funds will be required if the Highway Division installs the units located on the state highway system, or if any construction might be necessary such as shoulder widening.

An accurate assessment of the extent of the Highway Division's cooperation in this matter is not possible until additional information is available concerning the number and at least the approximate location of the units involved. This

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
MAY 27 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

data is needed to determine the total expenditure of funds that would be required by the Highway Division. We support the project in concept but would prefer to reserve final judgment on the matter and extent of our commitment in this program.

Sincerely,

George M. Baldwin
Director of Transportation

LEG:pb:jv

bc: F. B. Klaboe
A. E. Johnson
R. L. Schroeder
C. W. Head
L. E. George
Jack Graham
Gary Sund

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OR 97310

May 16, 1975

FILE:

FROM: L. E. George
Traffic Engineer

SUBJECT: Oregon Historical Society
Old Oregon Trails and Memorials

TO: F. B. Klaboe
Administrator & State Highway Engineer

On Friday, May 9 I met with the Committee on Old Oregon Trails and Memorials, which is a permanent standing committee of the Oregon Historical Society. The purpose of this meeting was to discuss in greater detail, the proposal made to the April 29 Commission meeting.

If you recall, at that time Chairman Jackson indicated that we would look into the matter. The total program as envisioned by the Oregon Historical Society, fits in with the various activities, particularly at the county level, relating to the Bicentennial activities that are currently being administered by the Bicentennial Commission. About 1,500 signs and trail markers are proposed under the program, an undetermined portion of which would be located on the state highway system with the remainder being located on city streets and county roads. Both the historic signs and the trail markers are of a size that will require a vehicle to stop if the legend is to be read. This then implies that a safe stopping area must be available.

It is the proposal of the OHS to receive from the local level, suggestions for the marking program. It is further proposed that the Highway Division, more specifically this office, assist in field work that would involve checking the various proposed locations for available area that would provide safe stopping in reading areas. It is further the proposal of OHS that the particular governmental body involved would pay for the installation of the trail marker or sign. The funding of the signs and markers themselves is still not determined. Private donations, bicentennial funds, or some other sources are possibilities.

The field checking of all proposed markers and sign installation sites by the Highway Division would impose a considerable work load, not only on this office, but in the form of assistance from the various regions. The installation of those units on the state highway system would also entail an expenditure of funds. If any construction is necessary such as shoulder widening, additional funds would be required. It is not possible to even make a reasonable estimate of time, manpower, and funds that might be required from the Highway Division to cooperate in this program, until further information has been received from the OHS concerning the number and location of the proposed markers and signs.

Attached is a Suggested Draft that is recommended for Mr. Baldwin's use in replying to a transmission concerning this matter prior to the Transportation Commission meeting.

NOTED
F. B. KLABOE

LEG:pb
Attachment
cc: R. L. Schroeder
D. H. Moehring

Suggested draft

May 16, 1975

For Mr. Baldwin

Mr. Tom Vaughan
Director, Oregon Historical Society
1230 SW Park Avenue
Portland, OR 97205

Dear Mr. Vaughan:

Your letter of April 25 outlined a proposal involving the installation of highway signs and trail markers on a statewide basis. Subsequently, this proposal was presented at the April 29 Transportation Commission meeting by Millard McClung of your office. Since that presentation, it is understood that Mr. George, our Traffic Engineer, has met with your Memorials Committee to discuss in further detail this program.

Based on this last meeting, we understand that the Oregon Historical Society will function as the main coordinator of the proposed program. As was indicated to you at that meeting, a considerable amount of effort will be required to field check the locations of the suggested signs and markers, to determine if a safe traffic operation is possible or available at each of the locations. This, of course, is necessary in order for a vehicle and its occupants to stop and read the legends since they will be of a size not legible from a moving car. An additional expenditure of funds will be required if the Highway Division installs the units located on the state highway system, or if any construction might be necessary such as shoulder widening.

An accurate assessment of the extent of the Highway Division's cooperation in this matter is not possible until additional information is available concerning the number and at least the approximate location of the units involved.

NOTED
R. L. SCHROEDER

RECEIVED
MAY 19 1975

This data is needed to determine the total expenditure of funds that would be required by the Highway Division. We support the project in concept, but would prefer to reserve final judgement on the matter and extent of our commitment in this program.

Very truly yours,

George M. Baldwin
Director of Transportation

LEG:pb

bc: F. B. Klaboe
A. E. Johnson
R. L. Schroeder
L. E. George
Jack Graham
Gary Sund

C. W. Head

Oregon Historical Society
1230 S.W. Park Avenue • Portland, Oregon 97205 • (503) 222-1741 • Cable: Histore

April 25, 1975

Mr. George Baldwin, Director
Department of Transportation
135 State Highway Building
Salem, Oregon 97310

Dear George: Re: Highway Markers Proposal

This proposal is set in such a way that a number of groups and persons are analyzing its possibilities. To date it has received 100% support including the Governor, representatives of the Society and other associations.

At this time we are approaching the Department of Transportation and the Bicentennial Commission through our co-chairmen Sam Johnson and Jack Steiwer. They believe, as I do, that the real reason for the success of this program resides in its very broad participation potential for every Oregon county and the reservations as indicated. This proposal has also been sent to the Chairman of the Commission for his information prior to the Tuesday, April 29th meeting. Unfortunately I am unable to be in attendance myself, but I believe that Mr. Steiwer, Representative Sam Johnson (representing the county community service committee of the Bicentennial Commission) and Millard McClung, the associate director of this Society, are scheduled to attend the meeting. Mr. McClung will make the presentation.

I am leaving Portland at noon on Monday for several days. If you would like to ask me any questions about this

RECEIVED
STATE HWY ENGR
MAY 5 '75
REFER TO
FOR
Info | Inves. | R-D | D-R | Sign | Act | File

state wide program I will be very happy to try to answer them.

As you can imagine, not everyone has been informed of this project, but we are sure this will be of interest to the Highway Department.

Sincerely,

Thomas Vaughan
Director

TV:hl

Enclosure

RECEIVED
APR 28 1975
OFFICE
DIRECTOR of TRANSPORTATION

8314

45

RBD 6-2

May 16, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Project No. I-80N-7(48)295
Oregon Trail Interpretive Signing Project

We are forwarding for approval and authorization six copies of an "Order for State Force Work", covering site preparation, fabrication and erection of the interpretive sign shelter, installation of the interpretive display sign and necessary landscaping of the sign shelter site in the westbound Baker Valley Safety Rest Area under the subject project.

The estimated cost of this work is $9,460; which includes $1,760 for the production and shipping of the required display signs by Exhibi Graphics Group; with estimated federal funds of $8,729. Authorization to proceed with the production and shipping of the interpretive display signs was requested in our previous letter of May 13, 1975.

Approval to perform the work by State Forces is requested as being in the public interest based on the following:

(a) A formal dedication ceremony is scheduled for July 3, 1975 in the westbound Baker Valley Safety Rest Area and insufficient time remains to insure completion of the Interpretive Sign Shelter by regular contract.

(b) The State has sufficient equipment and trained personnel available to accomplish the work without delay and at minimum cost.

Encl.

CL:jb

8314

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-80N-7(48)295

PROJECT NO.: Oregon Trail Interpretive Signing Project

FROM: G. L. Green, Division Engineer, Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-825

COUNTY NAME: Baker

PROGRAM STAGE (Check): ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 19 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: May 16, 1975

FEDERAL ROUTE NUMBER: Interstate Route 80N

STATE ROUTE NUMBER: Old Oregon Trail Route #6

RECEIVED
MAY 19 1975

GENERAL LOCATION:
Baker Valley and Weatherby Safety Rest Areas

GENERAL DESCRIPTION OF WORK:
As requested in Mr. Rulien's May 13, 1975 letter you are authorized to proceed with the actual production of the interpretive display signs by Exihibi Graphics Group as per approved agreement.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)
Production of display signs

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Rulien T.A.
5-19-75

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-16-75	C R Burgtorf for	Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Transaction No. 5-77

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 5-13-75

BY (Signature): L. W. Rulien's May 6, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: [X] FAI [ ] FAP [ ] FAU [ ] FAS [ ] OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 828 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
828	I-80N-0(4)70	0.0	90,350	83,800

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Oregon Trail Interpretive Signing Project (Memaloose-Wasco County Stanfield and Deadmans Pass-Umatilla County C.Reynolds-Union County and Ontario, Malheur County Safety Rest Areas) State of Oregon	Signing

RECEIVED
STATE HWY ENGR
MAY 14 '75
REFER TO Schroeder
FOR

Info	Invest	R/D	D/R	Sign	Act	Mt
					✓	

REMARKS (Division)

You are authorized to proceed with the actual production of the interpretive display signs by Exihibi Graphics Group as per approved agreement.

Rulien-IAA 5-14-75

NOTED
R. L. SCHROEDER

RECEIVED
MAY 14 1975
Office of
Assistant State Highway Engineer

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-13-75	for G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915.690

834

PRO 6-2

ROBERT W. STRAUB

May 6, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission-
Project No. I-80N-0(4)70

We are submitting program data for one Interstate project, Item No. 828, Project No. I-80N-0(4)70, "Oregon Trail Interpretive Signing Project," which we desire to have included in the Federal-Aid Interstate Highway Program.

We request a waiver of Districts 9, 12 and 13 Clearinghouse A-95 review based on the fact that the work involved is such that it will not affect decisions or other public works activities of concern to Clearinghouse agencies, or result in significant alteration of land-use or traffic-flow patterns which would require changes in planning completed or underway.

We further request your concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1.

We also request your concurrence that this project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e.

We further request, concurrent with approval of the program, authorization to proceed with the actual production of the interpretive display signs by Exhibit Graphics Group as per approved agreement.

Enc.

CL:pr

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.O.

FORM PR-1 (REV. 4-61)

Budget Bureau No. 41-R2067

U.S.

5-6-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (18)(20) 1	PROJECT LOCATION (45 typewriter spaces) 21 I-80N, SRA Signs M.P. 70, 184, 228, 265 & 376 66	ADT	PRESENT NA	FUTURE (66) NA	YEAR (70)(71)(72) 95	REGION 10	STATE NAME Oregon				
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Signing 62	NATL. FOREST (63)(68)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(76)	PROJECT NUMBER PREFIX LETTER(S) 14 I-	NUMBER 23 80-0		
CARD 4	CLASS OF FEDERAL FUNDS Interstate	NAME OF URBAN AREA 17-31 ---							COUNTY NAME Various (see back)	CODE (114)		
									ROUTE NO. I	FEDERAL-AID I-80N	STATE (32) 2 & 6	U.S. (36)(37) I-80N

CARD 5	LINE NO. (1048)	CHANGE CODE (10)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS
1												
5					PE		I-80N Safety Rest Area Signs M.P. 70, 184, 228, 265 & 376					
5					ROW							
5					CONST (CODE) Y002		"Oregon Trail Interpretive Signing Project"					
								0.0	90,850	83,800	7,050	
							PROJECT TOTALS	0.0	90,850	83,800	7,050	

(16) (23)(24) (33) REMARKS

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

5-6-75

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-80N, SRA Signs M.P. 70, 184, 228, 265 & 376	ADT	NA	NA	95	10	Oregon	41	042	828

SED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST M. DESIG.
g								I-	80-0	(4)	70 N

DS
Interstate

COUNTY NAME: Various (see back) — CODE

ROUTE NO. I | FEDERAL-AID: I-80N | STATE: 2 & 6 | U.S.: I-80N

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-80N Safety Rest Area Signs M.P. 70, 184, 228, 265 & 376						Signing consisting of construction of sign shelters in rest areas and furnish and install interpretive display signs.
ROW								
CONST (CODE) Y002		"Oregon Trail Interpretive Signing Project"	0.0	90,850	83,800	7,050		
		PROJECT TOTALS	0.0	90,850	83,800	7,050		

PROVAL DATES

REMARKS

-OVER-

USCOMM-BUREAU OF PUBLIC ROADS

OREGON TRAIL INTERPRETIVE SIGNING PROJECT

PROJECT NO. I-80N-0(4)70

Remarks continued:

The work under this project consists of the construction of interpretive sign shelters in the following rest areas and the furnish installation of interpetive display signs.

SRA	M.P.	County	Co. Code	No. of Shelters	Est. Cost	No. of Signs	Est. Cost	Project Total Co
Memaloose	70	Wasco	065	2	$16,500	2	$ 8,900	$25,400
Stanfield	184	Umatilla	059	2	13,200	2	3,500	16,700
Deadmans Pass	228	Umatilla	059	2	13,200	2	3,500	16,700
Chas. Reynolds	265	Union	061	2	13,200	2	3,500	16,700
Ontario	376	Malheur	045	1	8,250	1	7,100	15,350
					$64,350		$26,500	$90,850

Note: The signs shelters will be constructed under regular contract and the interpretive display signs will be produced and shipped ready f installation by the consultant firm of Exhibi Graphics Group of Salt Lake City as per approved agreement.

IM 50-1-70 Requirements:
(a) State Clearinghouse: Exempt from A-95 review under working agreement dated April 28, 1970.
(b) District 14 Clearinghouse: Exempt from A-95 review under working agreement dated August 11, 1970.
(c) Districts 9, 12 & 13 Clearinghouses: Waiver of A-95 reviews being requested under the program cover letter b on the fact that the project is solely installation of signs in existing rest areas.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2.1.

(a) Public Hearings---Not required under provisions of para. 6c.
(b) Location/Design---Not a factor in the development of this project.

FHPM 7-7-2 Requirements: Nonmajor action project.

NOTE: This project is in Congressional District No. 2.

OREGON TRAIL INTERPRETIVE SIGNING PROJECT

PROJECT NO. I-80N-0(4)70

under this project consists of the construction of interpretive sign shelters in the following rest areas and the furnishing and terpetive display signs.

M.P.	County	Co. Code	No. of Shelters	Est. Cost	No. of Signs	Est. Cost	Project Total Cost
70	Wasco	065	2	$16,500	2	$ 8,900	$25,400
184	Umatilla	059	2	13,200	2	3,500	16,700
228	Umatilla	059	2	13,200	2	3,500	16,700
265	Union	061	2	13,200	2	3,500	16,700
376	Malheur	045	1	8,250	1	7,100	15,350
				$64,350		$26,500	$90,850

shelters will be constructed under regular contract and the interpretive display signs will be produced and shipped ready for he consultant firm of Exhibi Graphics Group of Salt Lake City as per approved agreement.

ements: (a) State Clearinghouse: Exempt from A-95 review under working agreement dated April 28, 1970.
(b) District 14 Clearinghouse: Exempt from A-95 review under working agreement dated August 11, 1970.
(c) Districts 9, 12 & 13 Clearinghouses: Waiver of A-95 reviews being requested under the program cover letter based on the fact that the project is solely installation of signs in existing rest areas.

rements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2.1.

(a) Public Hearings---Not required under provisions of para. 6c.
(b) Location/Design---Not a factor in the development of this project.

rements: Nonmajor action project.

ect is in Congressional District No. 2.

Transaction No. 5-46

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 5-5-75

BY (Signature): L. W. Rulien's May 1, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 *
ITEM NOS. _____ THRU _____

STAGE 2
ITEM NOS. 825 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
825	I-80N-7(48)295	0.0	28,380	26,100

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Oregon Trail Interpretive Signing Project. Baker County, State of Oregon (Baker Valley and Weatherby Safety Rest Areas)	Signing

RECEIVED
STATE HWY ENGR
MAY 6 '75
REFER TO
Johnson
FOR
Info | Inves. | R/D | D/R | Sign | Act | File

REMARKS (Division)

Rulien - TAA
Copy - George
5-6-75

RECEIVED
MAY 6 1975
Office of
Assistant State Highway Engineer

R. L. [illegible]

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-5-75	G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. .....

APPLYING TO CONTRACT PROJECTS

Order No. 1

Section Oregon Trail Interpretive Signing Project Date May 5, 19 75

Highway Old Oregon Trail (I-80N) F.A.P. No. I-80N-7 (48) 295

County Baker Prefix ..... Account No. .....

Description of Work To Be Done: Construct one interpretive sign shelter (See attached sketch) at Baker Valley Safety Rest Area (Westbound Unit) to include:

a. Site preparation - grading, slab, electrical connections, etc.
b. Fabrication of the interpretive sign shelter.
c. Erection of the interpretive sign shelter.
d. Installation of the interpretive displays.
e. Landscaping of site.

APPROVED EFFECTIVE DATE 5/13/75
Contingent upon modification of project agreement if additional funds are required
BY E. J. Valach
TITLE Dist. Engineer
DATE 5/20/75
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Baker Valley Safety Rest Area (Westbound Unit)

Estimate of Quantities and Costs:

Labor:	$3,664
Equipment:	1,416
Materials:	3,520
	$8,600
Eng., Conting., etc.	860
	$9,460

Explanation: Estimate of work required to construct an interpretive sign shelter and install display panels in the westbound Baker Valley Safety Rest Area. This work will be done by State forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $ 9,460.00
Present estimate of project cost, including
$ 9,460.00 for work under this order $ 9,460.00
Expected under-run / over-run (amount) . . . . . $
Expected under-run / over-run (per cent) . . . . .

Space to right of this line is for use of Salem Office

Submitted by: Robert B. True
Parks Trails & Interpretation Specialist

Approval Recommended: .....
State Parks Superintendent

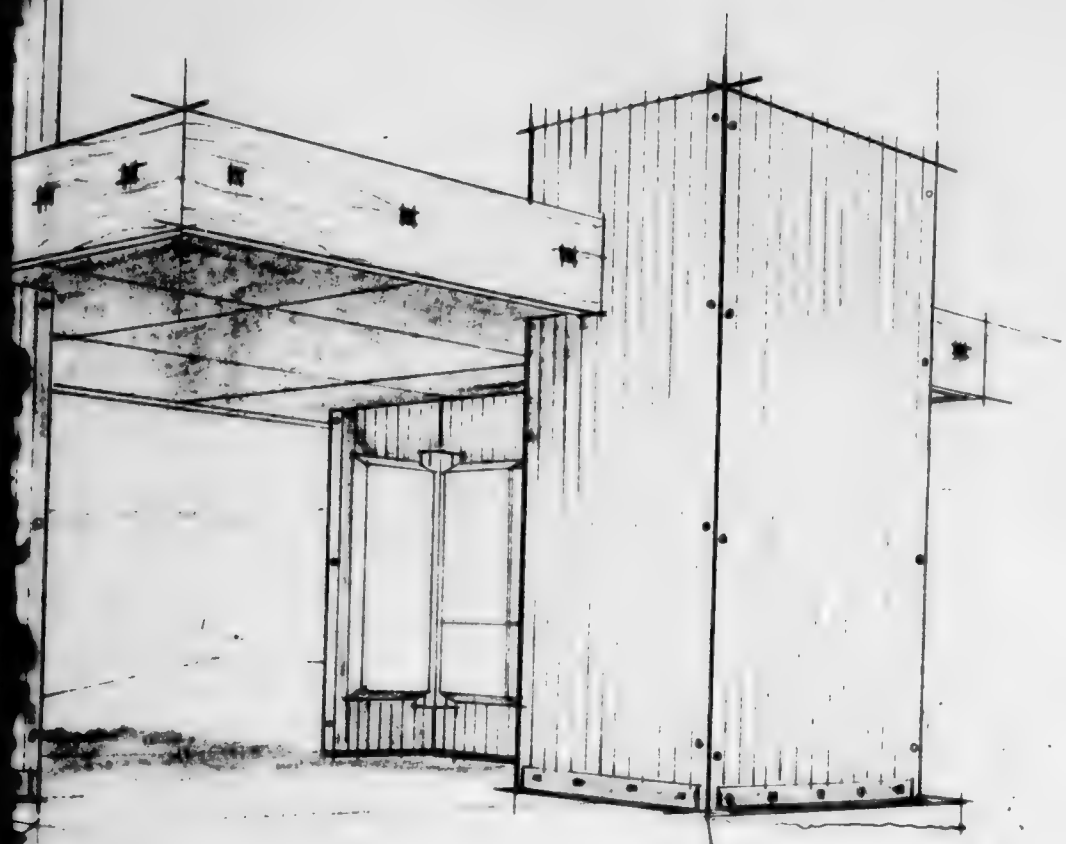
Approval Recommended: .....
For: Construction Engineer or Bridge Engineer

Approved: .....
Construction Engineer

COST ESTIMATE FOR
OREGON TRAIL INTERPRETIVE SHELTER

Baker Valley Safety Rest Area (Westbound Unit)

Shelter Fabrication	(Includes site preparation.)	
Labor	$1,842	
Equipment	908	
Materials	2,750	
Total	$5,500	
Engineering and Contingencies (10%)	$ 550	
TOTAL - SHELTER FABRICATION	$6,050	
Interpretive Displays	(Includes shipping.)	
Labor	$1,072	
Equipment	208	
Materials	320	
TOTAL	$1,600	
Shipping and contingencies (10%)	160	
TOTAL - INTERPRETIVE DISPLAYS	$1,760	
Shelter Erection	(Includes display installation, landscaping.)	
Labor	$ 750	
Equipment	300	
Materials	450	
TOTAL	$1,500	
Contingencies (10%)	150	
TOTAL - SHELTER ERECTION	$1,650	
TOTAL - ALL ITEMS	$9,460	

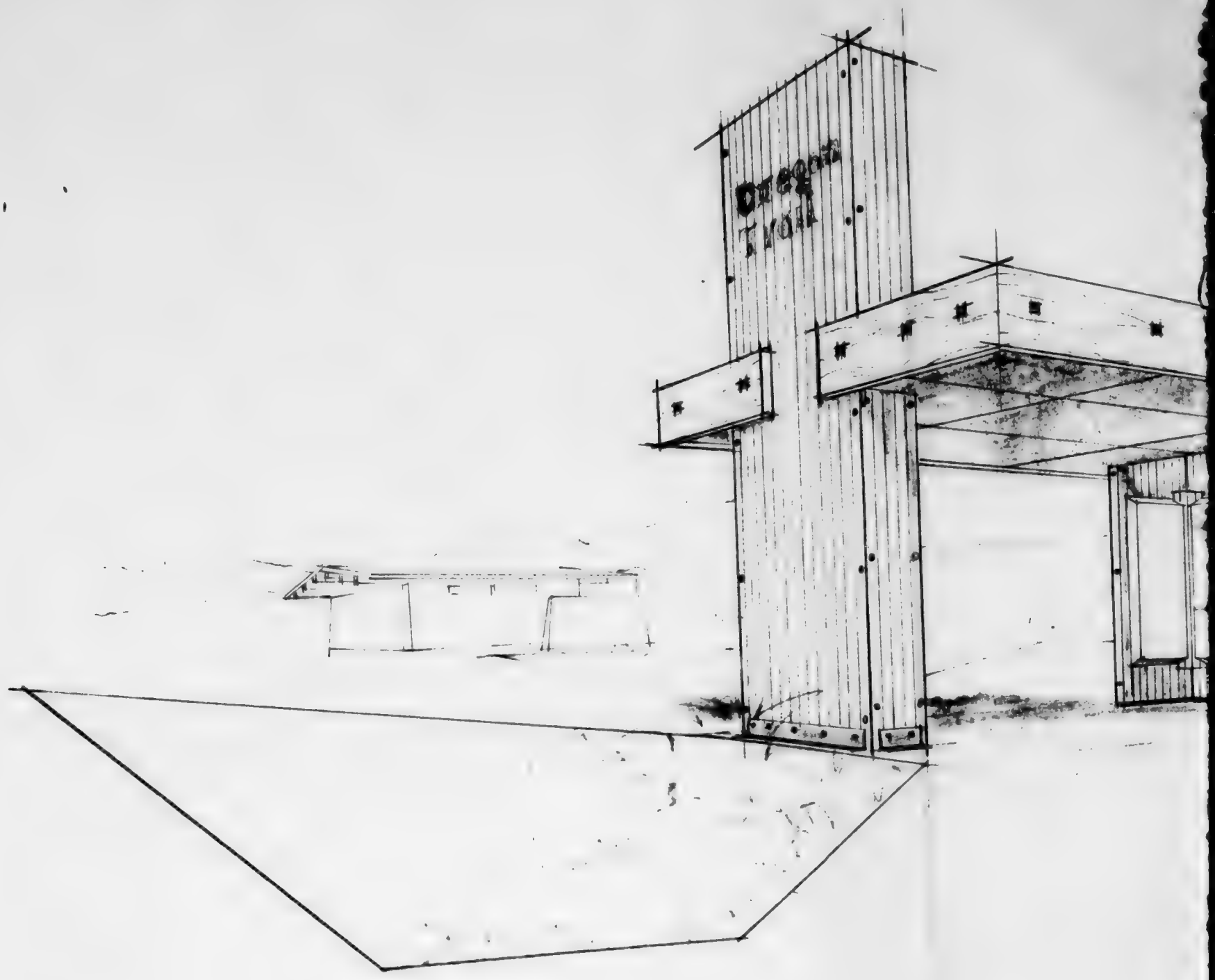


OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

APPROVED:

BRIDGE ENGINEER

DATE _____ BRIDGE NO. _____
DESIGNED _____
DRAWN _____ DRAWING NO. _____



POST OF WASH.

~~PRO 6-2~~

Robert W. Straub
XXXXXXXXXX

May 1, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission

We are submitting program data for one Interstate project, Item No. 825, Project No. I-80N-7(48)295, "Oregon Trail Interpretive Signing Project", which we desire to have included in the Federal-aid Interstate Highway Program.

We request a waiver of District 13 Clearinghouse A-95 review based on the fact that the work involved is such that it will not affect decisions or other public works activities of concern to clearinghouse agencies, or result in significant alteration of land use or traffic flow patterns which would require changes in planning completed or underway.

We further request your concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1.

We also request your concurrence that this project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e.

CL:bb

Budget Bureau No. 41-R2067; Approv

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

U.S. DEPAR BUR

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	ST CO
CARD 2	1	I-80N, Baker Valley & Weatherby SRA	ADT	NA	NA	95	10	Oregon	

	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ.
CARD 3	Signing								I-	80-7	

	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
C 4	Interstate	Baker	001

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
--	I	I-80N	6	I-80N

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (70)		
5					PE		I-80N, Baker Valley & Weatherby Safety Rest Areas					
5					ROW							
5					CONST (CODE) Y002		"Oregon Trail Interpretive Signing Project"					
								0.0	28,380	26,100	2,280	
							PROJECT TOTALS	0.0	28,380	26,100	2,280	

CARD 1	CODE 1	PREPARED BY	PROGRAM APPROVAL DATES
1	14		

(16) (23) (24) (33)

REMARKS

Additional Data: Items 104, 596, 63
Project Nos.: I-80N-7(3), (29), (33)
respectively.

Sign
cons
shel
area
inst
disp

ROW-
conf
rest

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
N, Baker Valley & Weatherby SRA		NA	NA	95	10	Oregon	41	042	825

WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUFY ABCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI. DESIG.
Interstate								I-	80-7	(48)	295

COUNTY NAME: Baker — CODE: 001

ROUTE NO.: I — FEDERAL-AID: I-80N — STATE: 6 — U.S.: I-80N

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		I-80N, Baker Valley & Weatherby Safety Rest Areas						Signing consisting of construction of sign shelters in the rest areas and furnish and install interpretive display signs.
ROW								
CONST (CODE) 002		"Oregon Trail Interpretive Signing Project"	0.0	28,380	26,100	2,280		ROW-230' min.; Access control-full; Parking restrictions-complete.
		PROJECT TOTALS	0.0	28,380	26,100	2,280		

APPROVAL DATES

REMARKS

Additional Data: Items 104, 596, 635, 707 and 708. Project Nos.: I-80N-7(3), (29), (33), (39) and (40), respectively.

-OVER-

USCOMM-DC 48905-P61

OREGON TRAIL INTERPRETIVE SIGNING PROJECT
PROJECT NO. I-80N-7(48)295

REMARKS - continued:

The work under this project consists of the construction of three interpretive sign shelters in existing rest areas and the furnishing and installation of interpretive display signs at the following locations.

Baker Valley Rest Area: Two sign shelters and display signs (one eastbound and one westbound).

Weatherby Rest Area: One sign shelter and display signs.

Note: Formal dedication ceremonies marking the completion of I-80N to four-lane traffic is scheduled for July 3, 1975 in the Westbound Baker Valley Rest Area and since insufficient time remains to construct the sign shelter by regular contract we propose to construct the sign shelter in the westbound rest area by State forces. The remaining two sign shelters will be accomplished at a later date under regular contract.

The interpretive display signs will be produced and shipped ready for installation by the consultant firm of Exihibi Graphics Group of Salt Lake City as per approved agreement.

IM 50-1-70 Requirements:

(a) State Clearinghouse: Exempt from A-95 review under working agreement dated April 28, 1970.

(b) District 13 Clearinghouse: Waiver of A-95 review being requested under the program cover letter based on the fact that the project is solely installation of signs in existing rest areas.

FHPM 7-7-5 Requirements: Not applicable under "Timesavin
set forth in FHPM 6-8-2.1.

(a) Public Hearings: Not required under provisions
(b) Location/Design: Not a factor in the developme
project.

FHPM 7-7-2 Requirements: Nonmajor action project.

Note: This project is in Congressional District No. 2.

INTERPRETIVE SIGNING PROJECT
CT NO. I-80N-7(48)295

roject consists of the construction of three
ters in existing rest areas and the furnish-
of interpretive display signs at the follow-

a: Two sign shelters and display signs (one
tbound).

One sign shelter and display signs.

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is scheduled for July 3, 1975 in the Westbound
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ter by regular contract we propose to construct
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house: Exempt from A-95 review under working
d April 28, 1970.

earinghouse: Waiver of A-95 review being
r the program cover letter based on the fact
ct is solely installation of signs in exist-
s.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2.1.

(a) Public Hearings: Not required under provisions of par. 6c.
(b) Location/Design: Not a factor in the development of this project.

FHPM 7-7-2 Requirements: Nonmajor action project.

Note: This project is in Congressional District No. 2.

8314

April 30, 1975

The Exhibigraphics Group
701 East South Temple
Salt Lake City, Utah 84103

MISC. CONTRACTS and
AGREEMENTS No. 5130

Gentlemen:

Attached for your records is a fully executed copy of a supplemental agreement with the Highway Division and The Exhibigraphics Group for interpretive work along the Old Oregon Trail. This agreement places you as consultant under the jurisdiction of the courts of Oregon.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Daivd Talbot
Attn: Bob True

9314

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 13, 1975

In reply refer to: 1041DA/510.2

SUBJECT: Oregon Trail Interpretive Program

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Jacobson's March 7, 1975 letter presented preliminary design for interpretive shelters under the Oregon Trail Interpretive Program. In scale and concept, the proposed structures are acceptable.

G. L. Green

cc:
OSHD (L Jacobson, Parks)

RECEIVED
STATE HWY ENGR
MAR 14 '75

Orig - Talbot

OREGON STATE HIGHWAY DIVISION

Robert W. Straub
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 7, 1975

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, OR 97308

Dear Mr. Green:

In accordance with your request for an opportunity to review design concepts for the Oregon Trail Interpretive Program in the preliminary stage before final designs are selected, we are forwarding the preliminary design for the small (Type "C") interpretive shelter recommended for use in this project. This design was developed by Highway Division architects, utilizing the basic concepts provided by The ExhibiGraphics Group, consultants for this project.

The preliminary cost estimate for the Type "C" interpretive shelter is $5,500 each, excluding the interpretive displays. Thirteen (13) of the Type "C" shelters will be needed for the Oregon Trail Interpretive Program at a cost of $71,500. Nine (9) of these shelters costing $49,500 would be located in Safety Rest Areas, and eligible for Federal Highway funding. The other four (4) shelters ($22,000) would be located in state parks.

In our discussions with ExhibiGraphics personnel, it was determined that the large (Type "A") shelter (see page 45 of Interpretive Prospectus) would not be needed to accommodate the interpretive displays planned for either end of the trail, and that the intermediate (Type "B") shelter would suffice. This decision should result in a considerable cost saving for the program.

While the Highway Division architects have not done any detailed planning and design for the Type "B" shelter, they anticipate that it would be a somewhat larger version of the Type "C" model, with an additional display module, larger roof, and expanded floor slab. It would be quite similar in appearance to the Type "C" shelter, thus maintaining the visual integrity of structure design for the Oregon Trail Interpretive Program.

RECEIVED
MAR 11 1975
OFFICE OF
ASSISTANT STATE ... ENGINEER

It is estimated that the Type "B" shelter will cost about $7,000 each, excluding displays. Three (3) of these shelters will be needed, all in Safety Rest Areas, at a cost of $21,000.

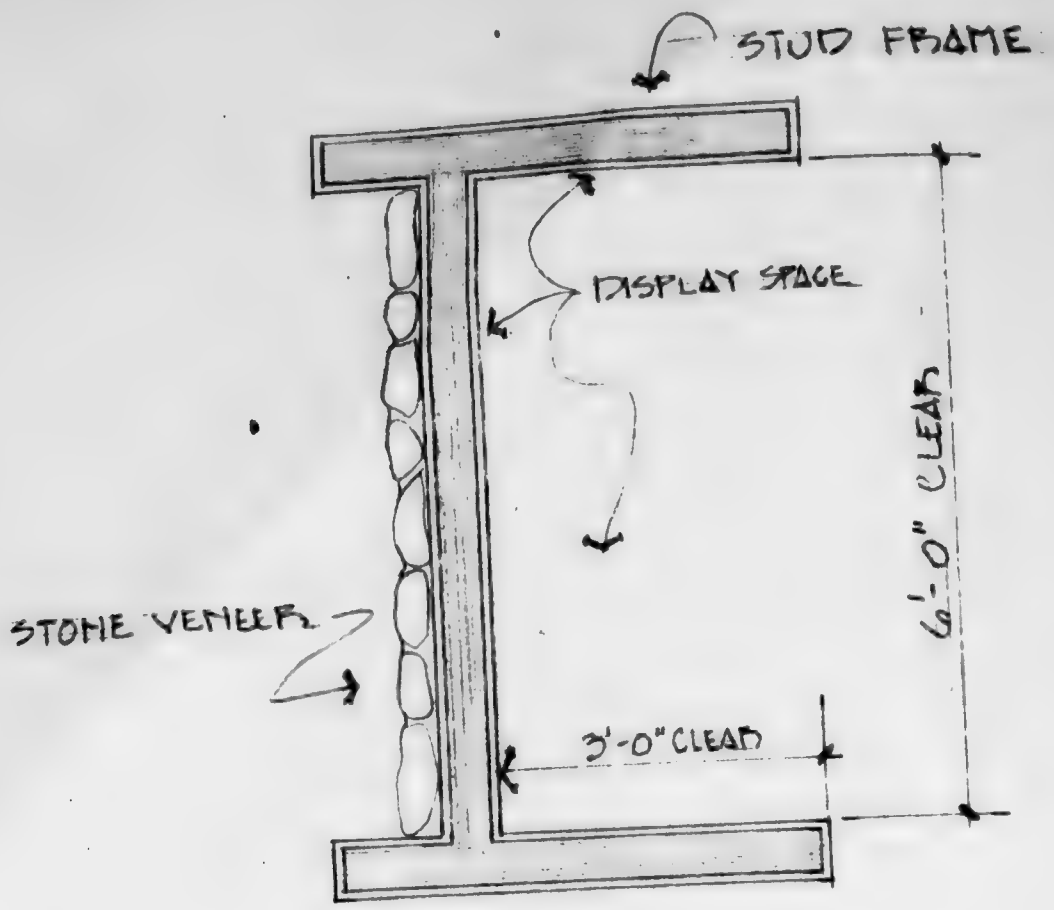
The total estimated cost for the proposed display shelters for the Oregon Trail Interpretive Program is $92,500, with $70,500 for structures in Safety Rest Areas and eligible for federal funding, and $22,000 for shelters in state parks.

Your approval of the preliminary design and cost of the interpretive shelters is requested, so that we may proceed with the development of the final design and the construction of the structures for the Oregon Trail Interpretive Program.

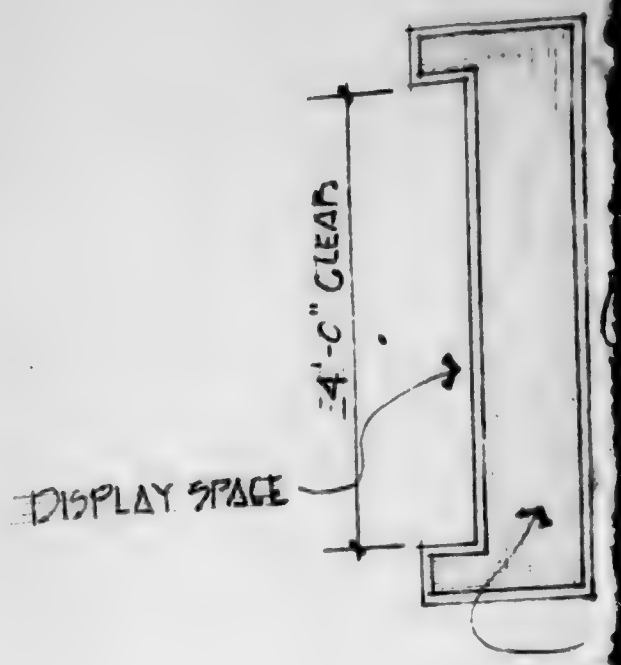
Very truly yours,

Larry Jacobson, Assistant
State Parks Superintendent

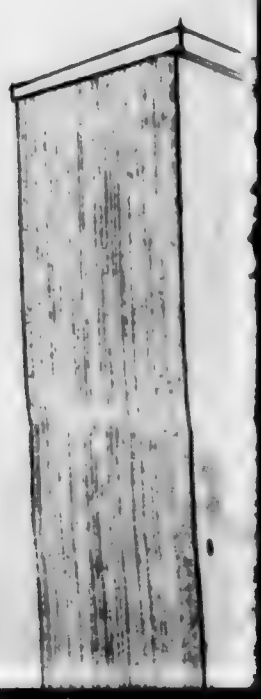
LJ:aw
Encl.
cc: Carl Williams
W. E. Schwartz
Roy Olson
Bob Ellison
Gordon Ballard
Ed Hunter
Jerry Pulsipher

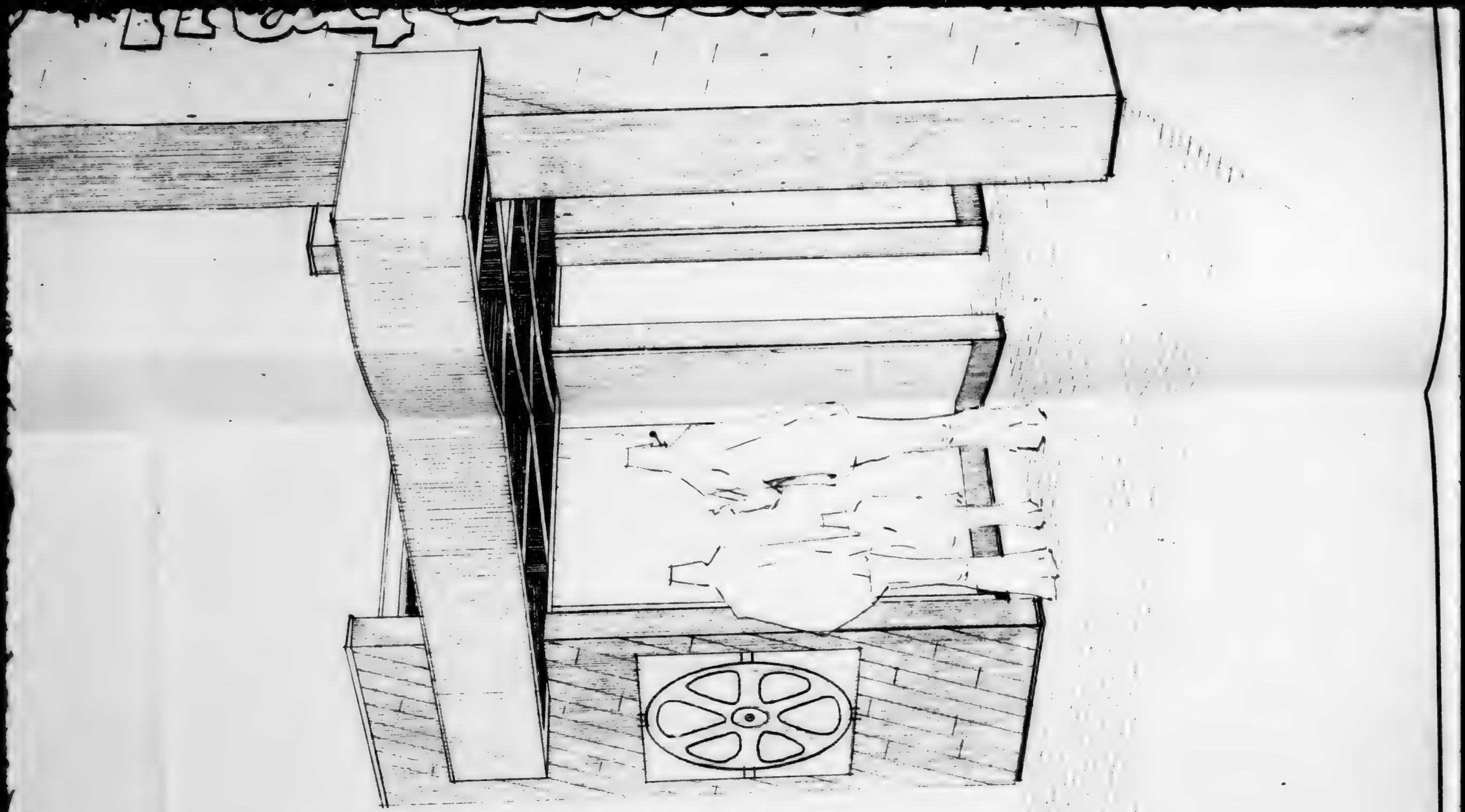


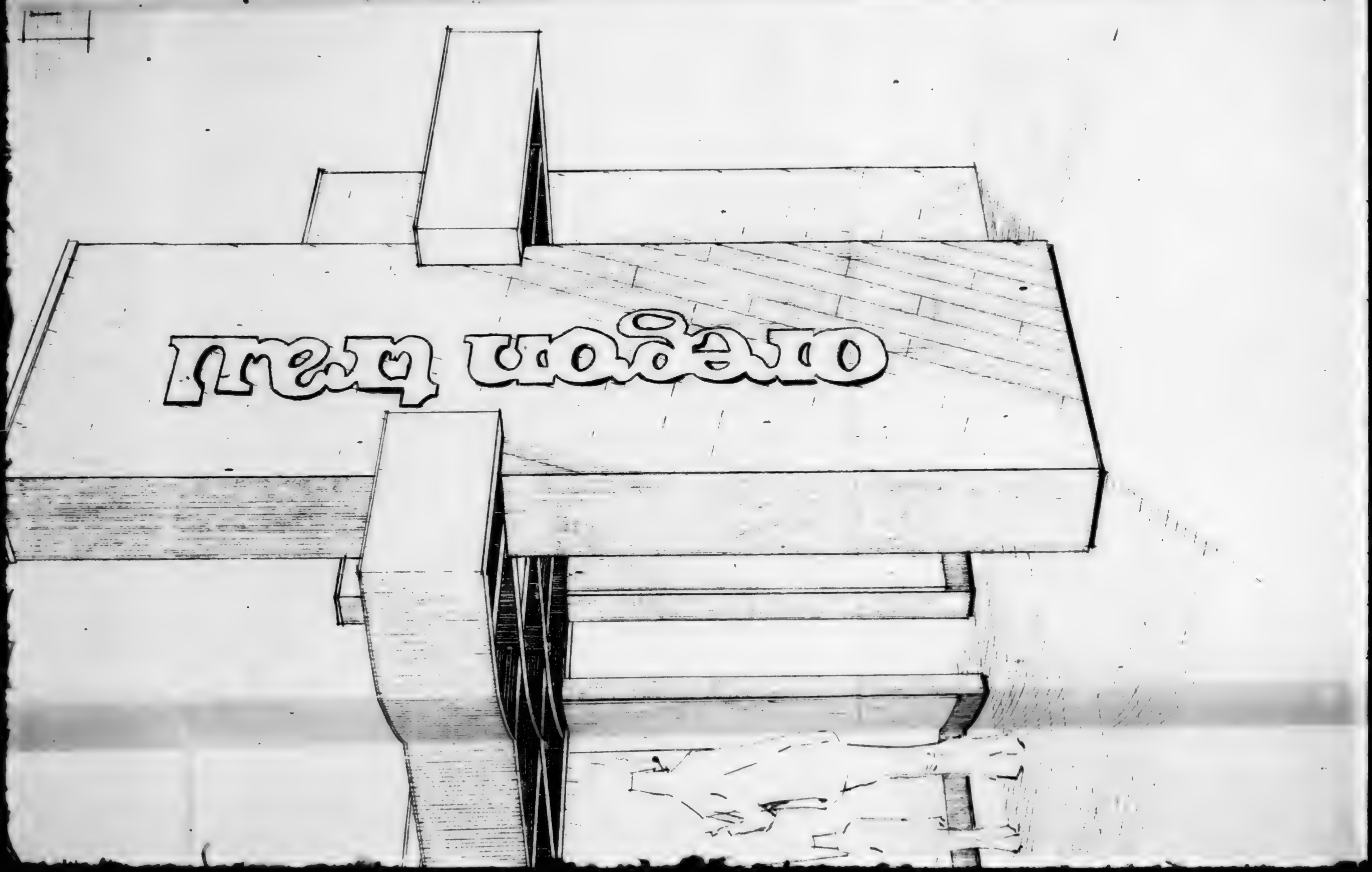
DISPLAY MODULE "A"
PLAN - SCALE 1/2" = 1'-0"



DISPLAY MO
PLAN - SCALE





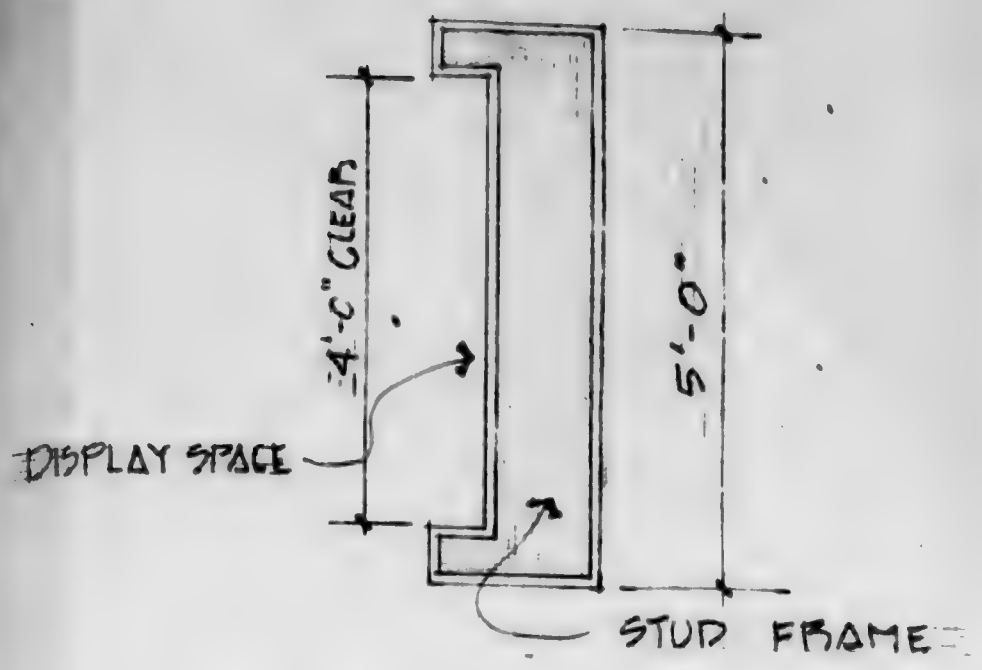


STUD FRAME

SPACE

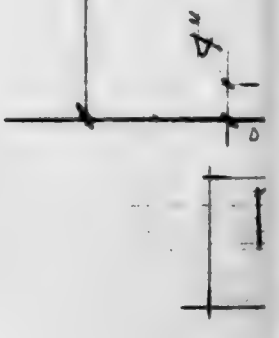
6'-0" CLEAR

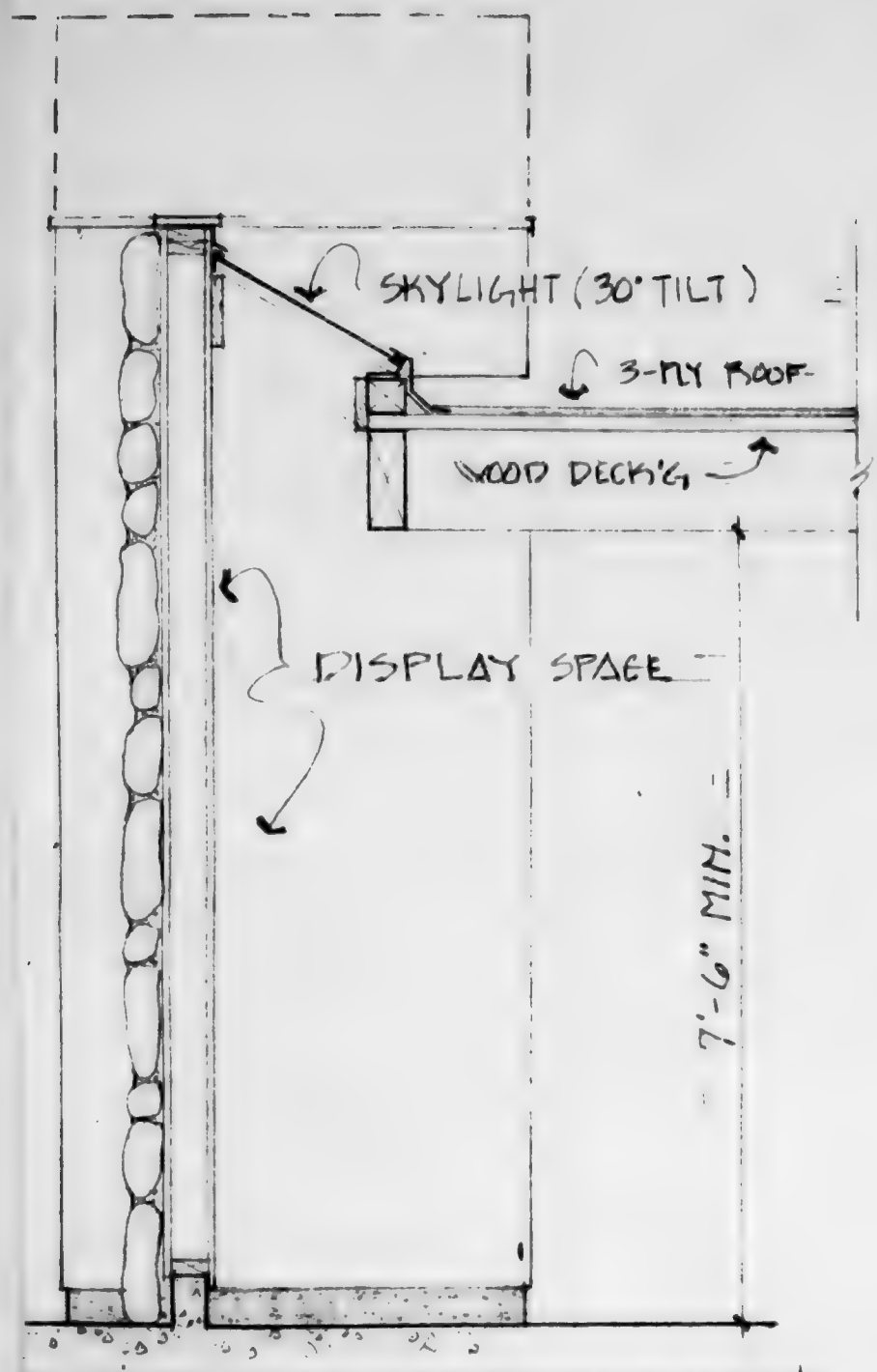
E "A"
=1'-0"



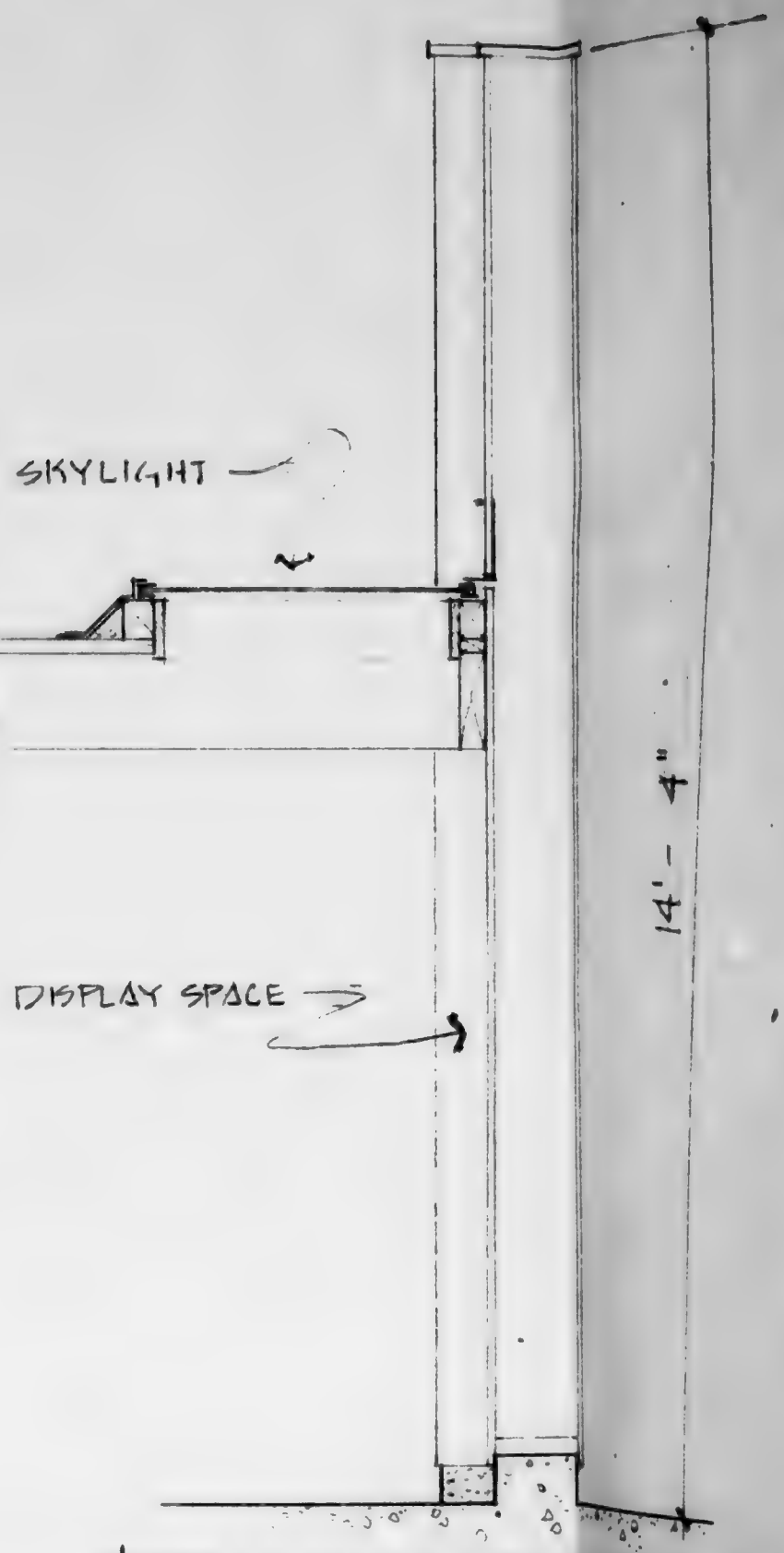
DISPLAY MODULE "B"
PLAN - SCALE 1/2" = 1'-0"

10'-4" and 12'-4"

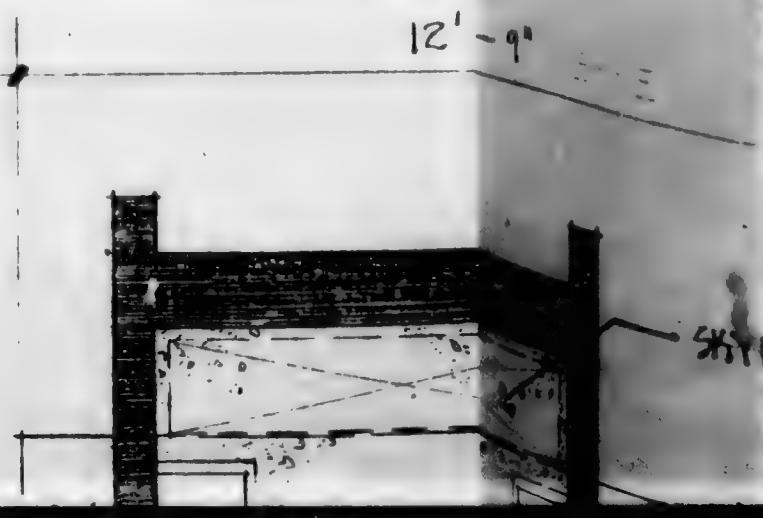


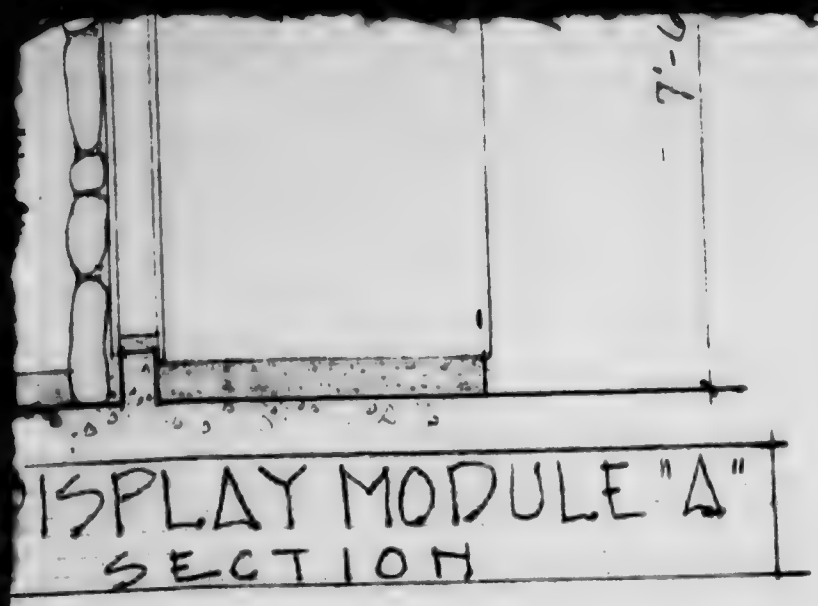


DISPLAY MODULE "A"
SECTION

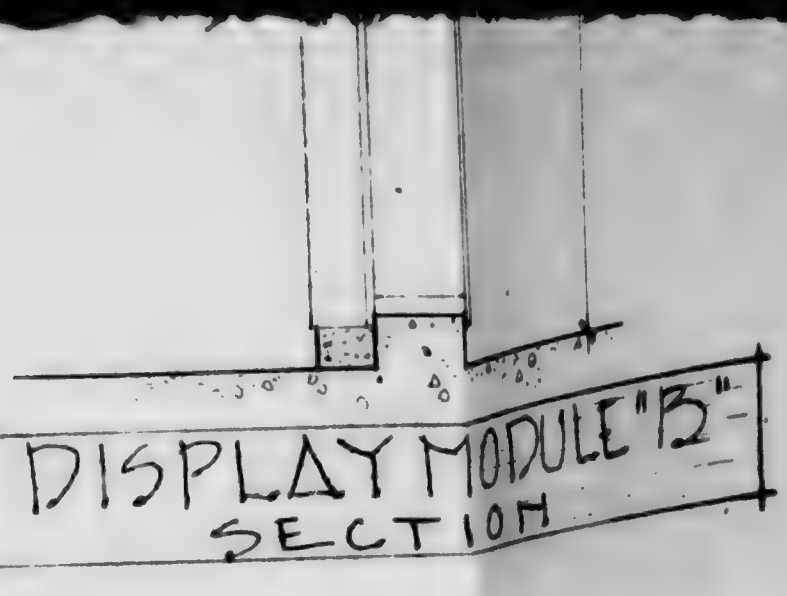


DISPLAY MODULE "B"
SECTION

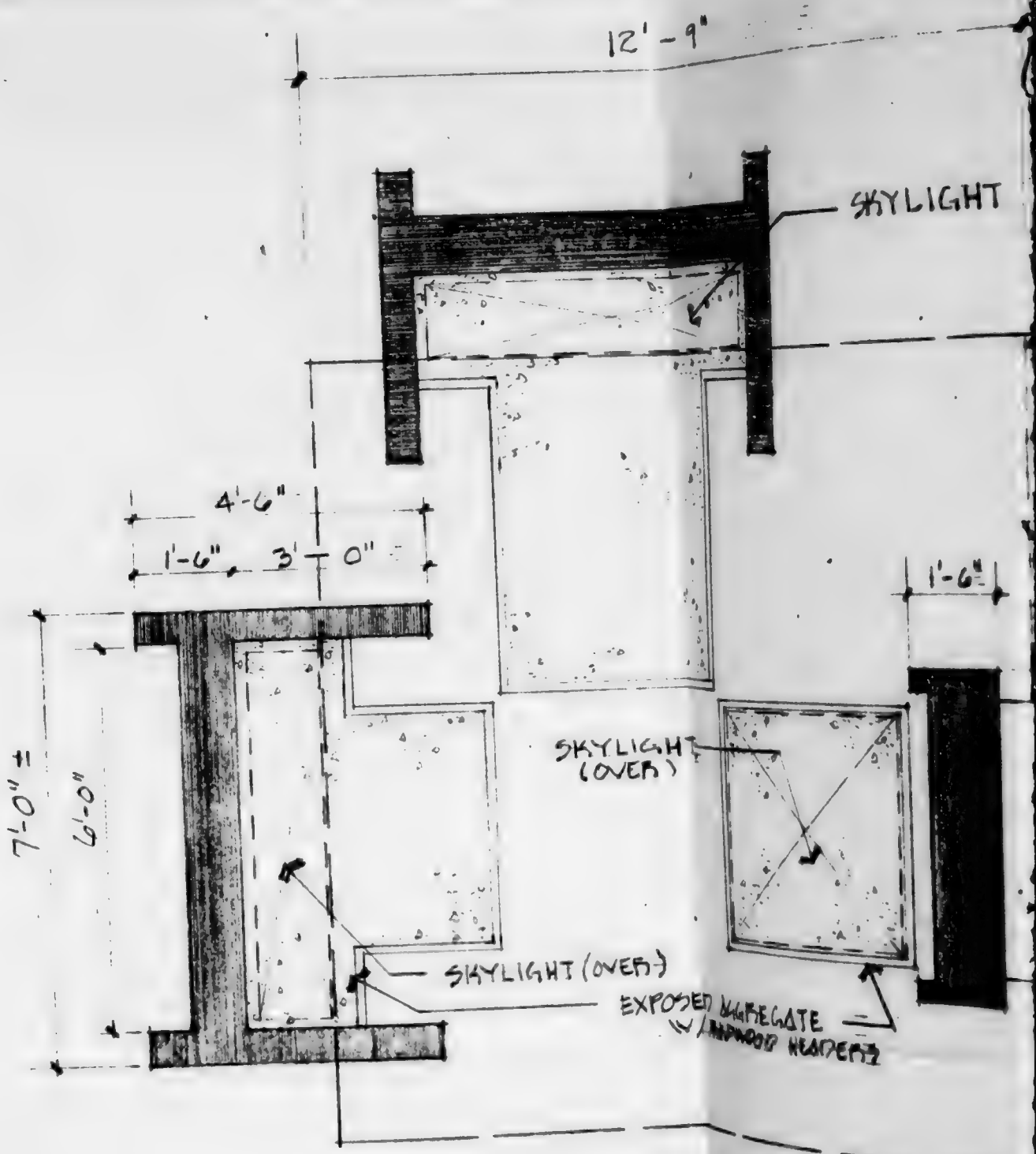




DISPLAY MODULE "A"
SECTION



DISPLAY MODULE "B"
SECTION



MATERIALS :-

12'-0"

Site :-

Production :-

Rough estime

APPROVED:	
BRIDGE ENGINEER	
ASS'T. STATE HIGHWAY ENGINEER	
STATE HIGHWAY ENGINEER	
DESIGNED.....	CHECKED.....
DRAWN.....	CAL. BOOK.....

14' - 4"

ACE

ISPLAY MODULE "B"
SECTION

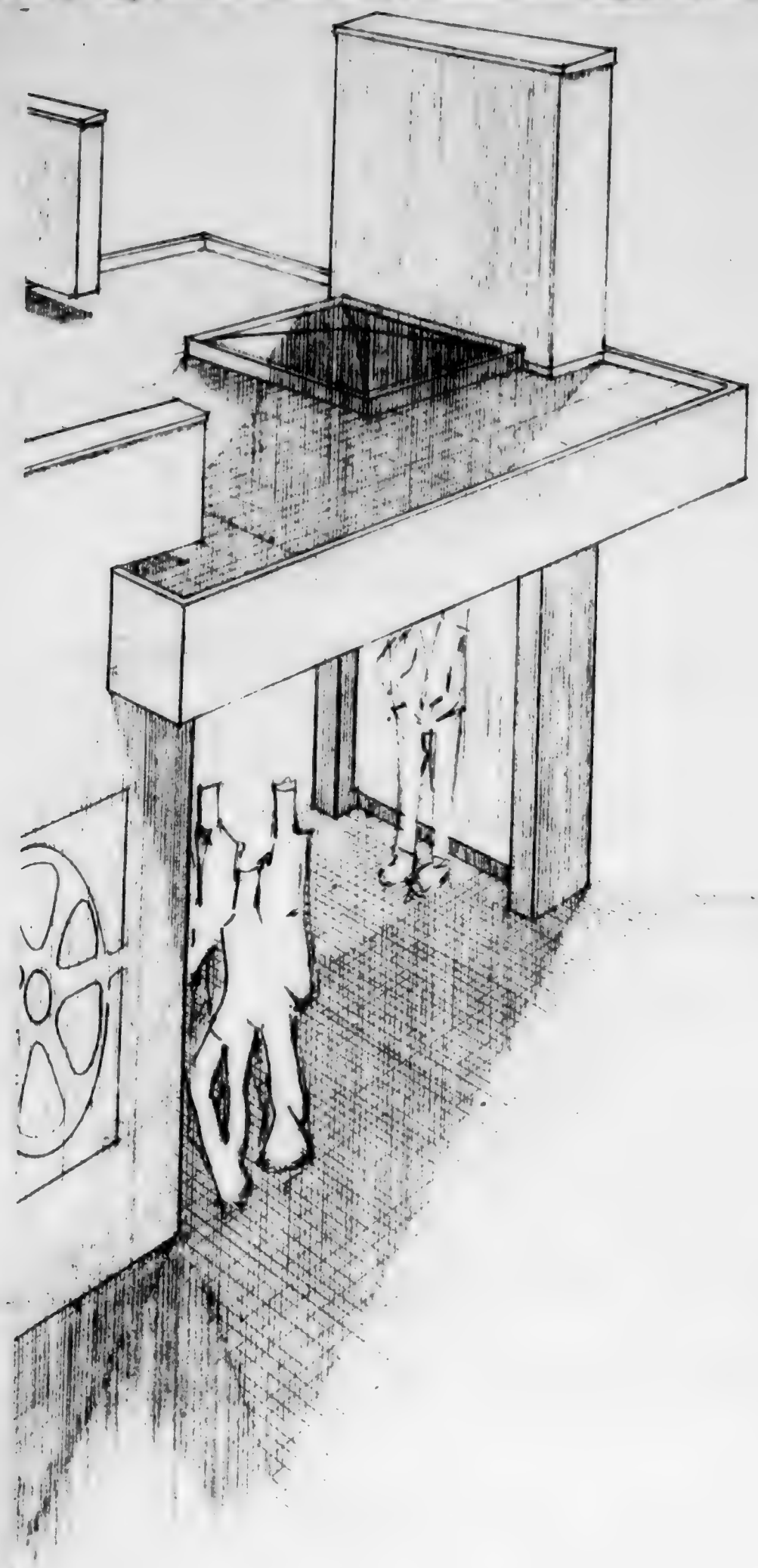
12' - 9"

SKYLIGHT (OVER)

ROOF LINE

1'-6"

MATERIALS :-



- roughsawn wood exterior (individual boards or T1-11 plywood.)
- stone, random rubble pattern, (use very sparingly due to cost.)
- decking
- any material that relates to the rustic theme of the Oregon Trail history.
  1. canvas
  2. leather

- roughsawn wood exterior (individual boards or T1-11 plywood.)
- stone, random rubble pattern, (use very sparingly due to cost.)
- decking
- any material that relates to the rustic theme of the Oregon Trail history.
  1. canvas
  2. leather
  3. iron.

must provide at least one ramp if site is serviced by stairs.

raised slab is a good idea to pursue.

module "B" should be oriented toward the parking and toilet building.

- the units should be designed so as to make prefabrication a viable solution.

ite — For shelter type "C" #5,500/per installation

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

PRELIMINARY DESIGN
OREGON TRAIL INTERPRETIVE PROGRAM

SHELTER — TYPE "C"

DATE ..... BRIDGE NO. .....
ACCOMPANIED BY DWGS. .....
.....

SHEET ..... OF .....

DRAWING NO. .....

.8314

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ~~PAR 8~~

Salem, Oregon

January 21, 1975

FROM: David G. Talbot
State Parks Superintendent

TO: F. B. Klaboe
Highway Administrator

SUBJECT: Interpretive Planning and Design Assistance Proposed Champoeg Visitor Center

It is proposed to develop a visitor center at Champoeg State Park during the 1975-77 biennium. This will be State Park's Bicentennial project. Completion of the visitor center is planned to correspond with the Nation's 200th birthday celebration.

Highway Division staff will undertake the design of the visitor center building and associated facilities, and a separate contract will be let for their construction. However, the planning and design of the interpretive material requires specialized knowledge, skills, and techniques which are not available in the Highway Division.

We propose an agreement with a firm to do the planning, design, and plans and specifications for the interpretive displays for the visitor center. The estimated cost for this agreement is $12,500 - $15,000.

Less than a year ago we went through the consultant selection process for the Oregon Trail interpretive project in rest areas and parks along I-80N. The ExhibiGraphics Group of Salt Lake City was chosen as the most qualified for the project. They are one of very few firms who actively specialize in this field. Their reputation and qualifications are highly regarded.

The selection of The ExhibiGraphics Group to undertake the planning and design phase of this project has been tentatively approved by Legal and Project Management, pending approval by Highway Administration and the Executive Department. Preliminary contact with the Executive Department representative was favorable. We believe that a negotiated agreement with ExhibiGraphics for the planning and design phase will result in a considerable time and cost saving to the State. It will also result in historic interpretation that will be a suitable tribute to the pioneers who made Champoeg the "Birthplace of Oregon" and provide a beneficial service to our park visitors.

Your approval of this proposal is requested.

Attachment

APPROVED
STATE HIGHWAY ENGINEER
DATE: 1-23-75

RECEIVED
STATE HWY ENG.
JAN 22 '75
REFER TO
FOR
Info
Leaves

F - CREDENTIALS

Following is the basic factual information regarding the organization of The Exhibigraphics Group, the supervisory personnel involved, and typical projects. Please note that each of the projects listed involves a different interpretive situation.

The ExhibiGraphics Group

Interpretive and Conceptual Planning
Graphic Design, Illustration
Exhibits and Communication Media

352 Paxton Avenue (1170 South)
Salt Lake City, Utah 84101
Telephone (801) 486-7224

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THE EXHIBIGRAPHICS GROUP
701 East South Temple
Salt Lake City, Utah 84101

F A C T S H E E T

GENERAL INFORMATION

The ExhibiGraphics Group is a consortium of three inter-related companies offering a complete range of interpretive services, with offices, design and production facilities at 352 Paxton Avenue, Salt Lake City, Utah.

SCOPE OF SERVICES

The ExhibiGraphics Group specializes in planning, designing and producing interpretive and educational exhibits, including related conceptual and interpretive planning, audio-visual services, graphic arts and illustration services. The Group brings together a team of individuals and equipment to do interpretive planning; environmental research, planning and design; interior design; exhibit design; audio-visual planning; publication design and art work; architectural and topographical modeling; and exhibit production (including cabinet work, photography, plastic fabrication, electrical work, model preparation, artifact restoration and simulation, packing, shipping and installation). With these capabilities, the ExhibiGraphics Group produces interpretive and conceptual plans, environmental impact studies, master plans, exhibit plans, museum exhibits, visitor center exhibits, portable and traveling exhibitions, outdoor interpretive signs, wayside exhibits, overlook exhibits, publications, models and audio-visual installations.

AREA SERVED

The ExhibiGraphics Group has done planning and design work or has completed exhibits and projects in 25 states, ranging from California to New Jersey and from Texas to Montana. The Group has the capacity to do planning and production work for exhibits throughout the United States and Canada.

A HISTORY OF GROWTH

The ExhibiGraphics Group had its beginnings as an outgrowth of the Ralph Reynolds Studio, an art and illustration firm with nineteen years experience in the Salt Lake City area. Since 1965, ExhibiGraphics has increasingly specialized in interpretive communication services, work that now accounts for more than 95 percent of the Group's business. In 1972, the volume of business resulted in the formation of separate affiliate companies for each function to provide maximum flexibility in meeting the needs of clients.

THE COMPANIES

The ExhibiGraphics Group is comprised of three separate affiliate companies, each offering specialized interpretive services and working together to offer a complete range of planning, design and production services:

Communication Services -- the marketing and consulting arm of the ExhibiGraphics Group. James F. Peters, president, is a marketing/management graduate of the University of Utah, and has 10 years experience in marketing, client relations and interpretive services. Maintains nationwide contact with clients and coordinates client communication.

Concept Design Associates -- specializes in interpretive conceptual and environmental planning and design for the Group. Headed by Gerreld L. Pulsipher, journalism and art graduate, University of Utah, who has 14 years experience in interpretive planning, exhibit design, publication work, advertising, cartography, and state government. Former director, Utah Travel Council. G. Michael Alder, director of planning, holds M.S. degree in Plant Ecology and Environmental Biology from the University of Utah, with field experience for the U.S. Forest Service. Kurt Hanks, industrial design graduate of Brigham Young University, heads the design function. He has experience in environment design, exhibit design, interior and graphic design, and is a fine artist in his own right. Other designers, modelers, and outside consultant "associates" in ecology, history, geology and other disciplines round out the company's areas of expertise.

The Designer's Workshop -- the production arm of the ExhibiGraphics Group, with responsibility for fabrication, production, finished art work, photography, assembly and installation. Gary L. Dansie, president, holds a B.S. degree in Business from the University of Utah, served for five years as contracts and engineering supervisor for one of the mountain west's largest cabinet and institutional equipment manufacturers, and has experience as professional photographer. The Designer's Workshop brings together an experienced staff with creative abilities in cabinet work, fabrication, illustration, silk screening, photography, painting and installation. Art director Olinda Hoehne is recognized as one of the West's outstanding nature illustrators.

ASSOCIATED SPECIALISTS

The abilities and talents of the Group's staff are augmented by outside "Associates" from the professional and academic world, who are called in as needed for specific projects. These associates include historians, interpreters, geologists, ecologists, archeaologists, recreation specialists, travel researchers, specialty artists, naturalists, model makers, restorers, cartographers, landscape architects, architects, interior designers, electronics specialists, photographers and photo-processers.

nil

SOME CURRENT OR RECENT PROJECTS

Golden State Park Visitor Center, Colorado

An environmentally-oriented group of exhibits aimed at stimulating visitors to "experience" the park and its natural setting. Emphasis in the exhibits is on visitor participation, with objects to touch, feel, smell and handle. Located about 40 miles northwest of Denver in the Front Range of the Rocky Mountains.

Museum of the Mountain Men, Pinedale, Wyoming

Planning and design for what is envisioned as the authoritative museum in the United States on the fur trade era. Exhibits will re-create for visitors the setting of the era of the mountain men, with emphasis on the special role of the fur trappers in the opening and settling of the interior West.

Strategic Aerospace Museum, Bellevue, Nebraska

Situated adjacent to Offutt Air Force Base, headquarters of the Strategic Air Command, this major museum covers a 40-acre complex, including a large exhibit building and a concrete ramp with more than 30 actual historical bombers, fighter aircraft, cargo planes, helicopters, utility aircraft and missiles. The Exhibigraphics Group is now completing exhibits that are part of a multi-year planning, design and production program for exhibits and interpretive media at the museum.

Oklahoma Wildlife Conservation Mobile Exhibit Unit

A colorful and unique trailer interpretive exhibit, dealing with fish and game management and the relationship of wildlife to human populations. Primarily intended for use with school groups, fairs and other special gatherings.

Kansas Wildlife Interpretive Center, Pratt, Kansas

Master planning and conceptual design for the conversion of a stately old building into a contemporary museum and educational facility on Kansas wildlife and ecology. Exhibits will cover a broad spectrum of ecological subjects.

Cochise Visitor Center and Museum of the Southwest, Willcox, Arizona

This modern facility, opened in 1972 adjacent to Interstate Highway 10, is situated in the heart of Arizona's Apache Indian

country. The exhibits just recently completed feature Cochise and the Chiracahua Apaches, together with historical material relating the settlement and growth of southeastern Arizona.

Hardware Ranch Visitor Center, Utah

Located on a hill overlooking the winter feeding grounds of the large Cache elk herd, this visitor center interprets the elk and the ranch to thousands of winter and summer visitors. Exhibits cover elk characteristics, habits, migration patterns and annual physiological changes, together with the history of the area.

Fort Churchill State Historical Park, Nevada

Master planning and visitor center design for a significant historical site on the Carson River, Nevada. Master planning included a comprehensive analysis of the site's historical and physical resources and recommendations on visitor use, interpretation, location of facilities, etc.

Lake Oroville Visitor Center, California

Creation of exhibits for what will be the California "State Water Museum," located at Lake Oroville, key unit of the California State Water Project. Exhibits in the 5,000 square-foot exhibit area deal with the properties of water, the State Water Project, and the influence of water on prehistoric life and historical developments in California.

Buffalo Bill Ranch Master Plan, North Platte, Nebraska

An overall master plan for the preservation and visitor use of an outstanding historical site, which is now beginning to be encroached upon by an expanding urban area. The plan outlines steps to preserve the ranch's setting and esthetic environment, as well as delineating compatible visitor activities and uses.

Jackson Hole Information Center, Jackson, Wyoming

This large-scale information center, a cooperative venture between the National Park Service, U.S. Forest Service, the Bureau of Sport Fisheries and Wildlife and the Wyoming Highway Department, will provide a central clearing point for dissemination of visitor information in the Jackson Hole/Grand Teton region. Exhibits for the multi-leveled building will provide an overall visitor orientation to the area's varied recreational activities.

Bonneville Dam Visitor Center, Oregon

A comprehensive analysis of interpretive resources and preparation of an interpretive prospectus, preliminary exhibit concepts, projects signing and interior design for a new visitor center at the most famous and heavily-visited of the Corps of Engineer's Columbia River projects.

Eastern Washington State Historical Society, Spokane, Washington

An evaluation of the present exhibit and interpretive program for the major historical museum of the Columbia Plateau, including preparation of an exhibit program prospectus, preliminary exhibit design, working drawings and specifications for fabrication. This work is being done to coordinate the museum's visitor experience with the total experience of Expo "74.

Nebraska Travel Industry Development Plan

One of the first programs in the nation to inventory and analyze an entire state's travel development resources and make comprehensive guiding recommendations for coordinated development of facilities and attractions. Phase I of the work, formulation of guiding criteria and planning procedures, has been completed and wrok is under way on a pilot plan for regional travel development. The planning effort brings together all concerned agencies of state government, utilizing planning expertise in and out of government.

Arizona Historical Society Mining History Wing, Tucson

Development of a basic interpretive plan and exhibit concepts for a new wing now under construction at the Society's Tucson Museum. In collaboration with leading historians and mining engineering experts, working drawings for the exhibit are now in preparation. Features of the new exhibits include an authentic re-creation of a mine tunnel and sound/light display of turn-of-the-century stamp milling equipment.

8315 Gettings Creek Safety Rest Area of Pacific Hwy. (Well drilling) 1975

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

9-17-76

LETTER OF APPROV... AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-5-3(104)178

ATE PROJECT NO.
Getting Creek Safety Rest Area

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.

COUNTY NAME
Lane

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 21 '76

REFER TO
Rulien

FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-19-75	8-5-76	Interstate Route 5	Primary Route 1

GENERAL LOCATION:
I-5 3.3 miles north of Cottage Grove

GENERAL DESCRIPTION OF WORK:
Prepare and seed barren sections of abandoned access roads thru-out project.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~AN APPROVED~~ XXXXXXXX PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Keasey's letter of 8-20-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No.2 in the amount of $200 - Federal Funds $180.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-17-76	G. K. Hoosner	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Construction Engineer of Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

[redacted]

[redacted]

[redacted]

8315

August 17, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On August 11, 1976, we wrote to you concerning release of final payment on Contract No. 8315 awarded to Casey Jones Well Drilling Co., Inc., for work in Gettings Creek Safety Rest Area on the Pacific Highway in Lane County.

Final payment on this contract is $853.14 and the total contract amount is $17,000.86. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Casey Jones Well Drilling Co., Inc.
37115 Immigrant Rd.
Pleasant Hill, OR 97401

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

8315

July 19, 1976

Casey Jones Well Drilling Company, Inc.
37115 Immigrant Road
Pleasant Hill, OR 97401

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8315 for work on the Gettings Creek Safety Rest Area (Well Drilling) on the Pacific Highway in Lane County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 16 days is granted because of added work, and deletes all liquidated damages.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey (enc.)
Robert Church "
Alfred Shirley "

JAB:fr ja

Form FHWA 321 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, Oregon 97308

DATE: July 16, 1976

In reply refer to: 1041B.3

SUBJECT: FAP I-5-39104)178
Gettings Creet Safety Rest Area
Pacific Highway
Time Extension

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. COulter
State Highway Engineer
Salem, Oregon

I concur with a time extension of 16 days as requested and supported in Mr. Hunter's letter of July 12.

uly 12, 1976

G. L. Green

RECEIVED
STATE HWY ENGR
JUL 19'76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

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...unter ...puty State Highway Engineer

8315

July 12, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Time Extension Request
Gettings Creek Safety Rest Area
(Well Drilling)
FAP No. I-5-3(104)178
Contract No. 8315

Casey Jones Well Drilling Company requests a 30-day extension because of added work. This project was for drilling and developing two new wells up to 150 feet deep as originally contracted.

Three significant price agreements increased the project cost about 60 percent. These covered drilling both wells deeper than 150 feet, the addition of perforated well liner and providing a larger capacity pump for testing the deeper wells.

The contract required completion in 60 calendar days. The contractor started the work fairly promptly and at actual completion on April 30, 1976, 16 days' liquidated damages had been assessed at $30 per day (after allowing for a stop-work order awaiting drier conditions for the final cleanup).

We ask your concurrence in a 16-day extension to delete all liquidated damages because of the added work.

Very truly yours,

bc H. S. Coulter
C. T. Keasey
Robert Church
Alfred Shirley

E. S. Hunter
Deputy State Highway Engineer

JAB:fr ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 7, 1976

FILE: CON 5 #8315

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Gettings Creek Safety Rest Area
(Well Drilling)
Contract No. 8315
Request for Time Extension

Casey Jones Well Drilling Company requests a 30-day extension because of added work. This project was for drilling and developing two new wells up to 150 feet deep as originally contracted.

Three significant price agreements increased the project cost about 60 percent. These covered drilling both wells deeper than 150 feet, the addition of perforated well liner and providing a larger capacity pump for testing the deeper wells. The contract required completion in 60 calendar days. The contractor started the work fairly promptly and at actual completion April 30, 1976, 16 days liquidated damages had been assessed at $30 per day (after allowing for a stop work order awaiting drier conditions for the final cleanup). Engineering is badly overrun on the project, something like 100 percent, also partly due to the added work.

We concur in the Resident and Region recommendations for a complete time extension of 16 days. This is an Interstate project. Rough draft letters to FHWA and to the contractor are attached.

JAB:fr

Att.

cc: Robert Church

OK

RECEIVED
STATE HWY ENGR
JUL 9 '76
REFER TO
FOR
Info | Invest | R/D | D:R | Sign | Act | File

E-320 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date February 4, 19 76

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 60 days to 90 days, within which to complete our Contract No. 3315, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Extra work and material on SB Rest Area from 150 feet to 260 feet depth.
On NB Rest Area from 150 feet to 238 feet. Had to install 6" Liner in both wells and perforation had to be cut with mills knile and torch in certain area.
Had to wait for controll box for pump.
Had to wait for dry weather to smooth roadway to well sites.

Respectfully submitted,

Casey Jones well Drilling Co., Inc.
Contractor

By Alice K. Jones

CONSENT OF SURETY

Date February 5, 19 76

We, UNITED PACIFIC INSURANCE COMPANY
P. O. Box 1788, Eugene, Oregon 97401, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. W. Ward, Attorney-in-Fact

(SEAL)

J. W. Ward, Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. ..... Contractor .....

Highway .....

Section .....

Kind of Work .....

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 16-day extension of contract time which deletes all liquidated damages because of added work, (P.A. 1, 2 and 3).

Recommended for Approval:

J. X. Wilson
Regional Engineer

Construction Engineer or ~~Bridge Engineer~~

Deputy
State Highway Engineer

SP*07005-734

Contract No.	8315
Project designation	Federal I-5-3(104)178 (State-Federal)
Date awarded	November 3, 1975
Work started	December 1, 1975
Per cent completed	76.5% 1-30-76 (Date)
No. of Workdays Allowed	60
No. of Workdays Used	75
No. of Added Workdays Requested	30

F 3-2

REPORT NO. 26

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: GETTINGS CREEK SAFETY REST AREA	WEEK ENDING: MAY 29,1976	
	SECTION PREFIX: 620-1072	
HIGHWAY: PACIFIC	COUNTY: LANE	
NAME OF JOB: GETTINGS CREEK S.R.A.	KIND OF WORK: WELL DRILLING	
CONTRACTOR: CASEY JONES WELL DRILLING CO	CONTRACT NUMBER: 8315	FEDERAL AID PROJECT NUMBER: I-5-3(104)178
DATE OF CONTRACT: NOV. 3, 1975	DATE WORK STARTED: DEC. 1, 1975	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0 MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 60	CALENDAR DAYS USED 76.0
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 126.7%
PROJECT AUTHORIZATION: $ 23106.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0%
EXCLUSIVE OF ENGINEERING: $ 21106.00	ENGINEERING AUTHORIZATION $ 2000.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ * 17227.59	ENGINEERING COST TO DATE $ 3914.08	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 81.6%
	THIS WEEK 0.0	
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 18.4%	PERCENT OF AUTHORIZATION 195.7%	DATE PROJECT WAS COMPLETED: APRIL 30,1976

*This amount does not include credit for liquidated damages.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Project work completed April 30, 1976.
MONDAY	MOSTLY CLOUDY			
TUESDAY	CLEAR			
WEDNESDAY	CLEAR			
THURSDAY	SHOWERS			
FRIDAY	CLEAR			
SATURDAY				

Routing

Keasey K — Richards
Bond — Glenn
Jackmond — Berg
Harwood
Johnsen
Walker

RECEIVED
JUN 1 1976
CONSTRUCTION SECTION

READY

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	Gettings Creek S.R.A. - for week of May 23 thru 29, 1976.
MONDAY	No activity this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This week: Office crew completing Semi-Final.
Semi-Final data to be submitted by June 1, 1976.

Project work completed April 30, 1976.

SIGNED Ellis H. Jones LOCATION Eugene

Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

2315

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1976

To: Frank Terpin

Att: W. H. Tebeau

SUBJECT: Water Supply Development
Gettings Creek S.R.A. Expansion
Pacific Highway I-5
Lane County

As requested by Ellis Jones, Resident Engineer, the drilling and testing of two test wells were monitored and analyzed. On the basis of the data collected, information supplied by Geophysical Exploration, and previous drilling, the following is suggested:

1. A split system be designed for potable and irrigation water.
2. Storage tanks be provided west side for potable water, east side for irrigation water.
3. Water from the existing well (Area III shown on map) be combined with water from test well (Area IV shown on map) and used in potable system.
4. Water from test well (Area V shown on Map) be used in the irrigation and flushing systems.
5. Pump well #III at 38 GPM, test well #IV at 18 GPM, and well # V at 45 GPM.

Discussion:

In December of 1964, a 415' well with 7 GPM yield (see Log) was drilled in Area I. Then in Area II, possibly two wells were drilled (however, there is a record of only one, which is included.) The one for which there is a record was 300' deep and yielded 5 GPM. The other one was verbally reported to have been over 400' deep and yielded about 5 GPM.

At this point the Geophysical Unit was asked to investigate the area. Based on the findings, a well (in use) was drilled in Area III to a depth of 75' with a yield of 40 GPM. It soon became apparent that this well could not keep up with peak summer demands without a reservoir.

For the proposed expansion, the Geophysical Unit was asked to locate additional water. Two more wells were drilled in Areas IV and V. The water from well in Area V has minerals in it that produce a laxative effect on humans; however, it

should be suitable for irrigation and toilets. Because of the slow recovery rate of the well in Area V, a reservoir is recommended for the non-potable system to carry through the peak demand periods.

The water from well in Area IV could be combined with the water from the existing well for the potable system. This would reduce the iron ratio. The amount in well #IV is just barely enough to give a slight iron taste, although the County objects to even this much. The mixing of the water should reduce the iron ratio to satisfy their objection.

It is recommended that no additional wells be drilled in the immediate vicinity based on the information now available.

William P. Milne
Geologist, Geophysicist

John F. Demezas
Geologist, Geophysicist

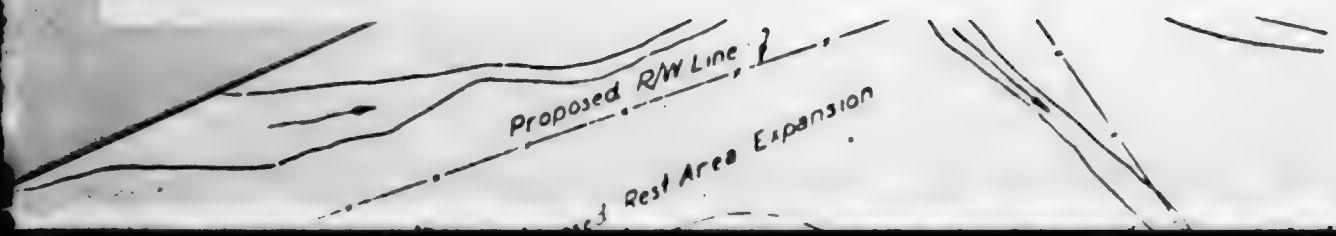
WPM:af

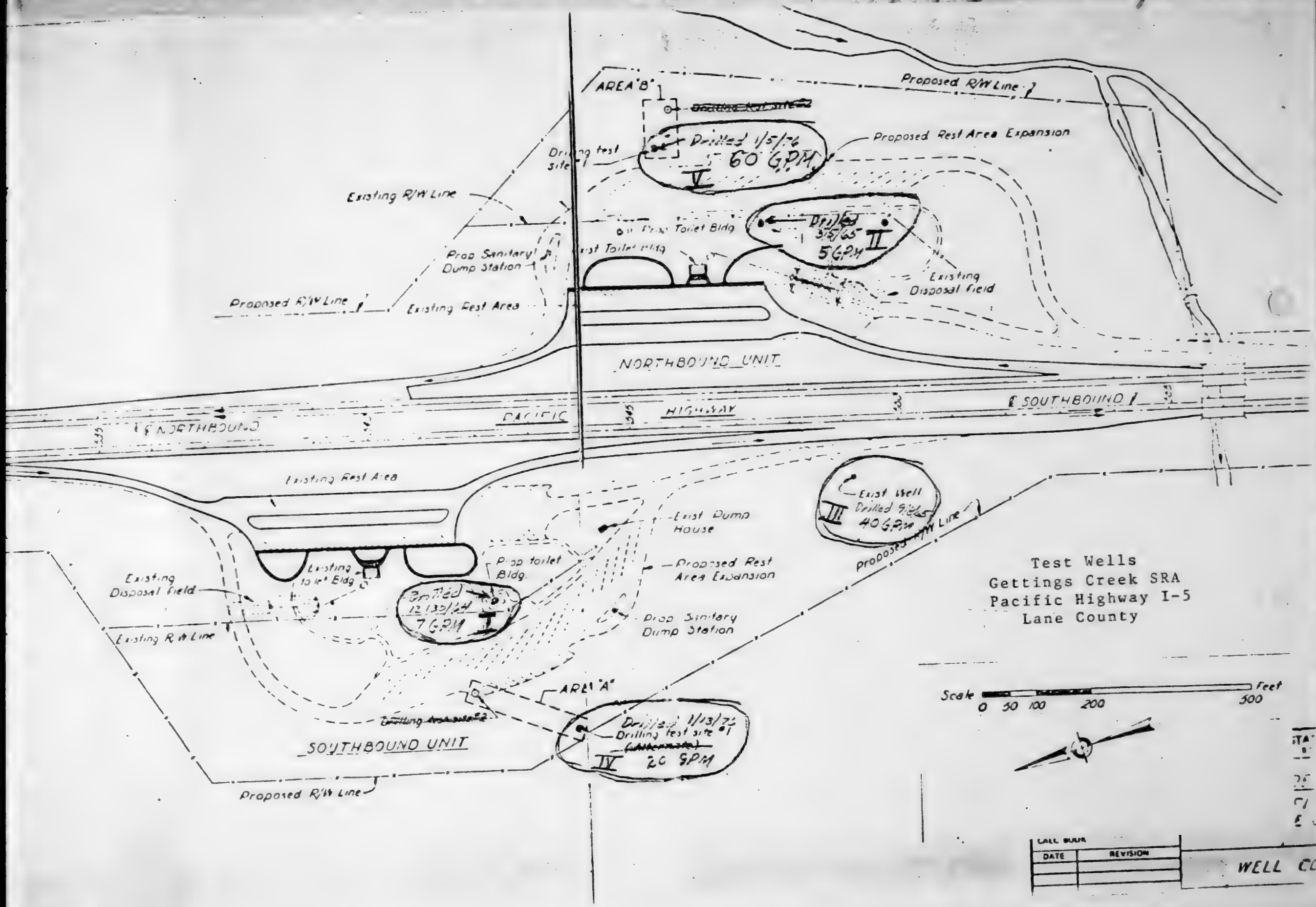
cc: F. W. Yarbrough
Walter J. Hart
J. H. Versteeg
Alfred Shirley
Thomas L. Savage
Robert Knapp
Ellis Jones
Elliott Parker

1 Versteeg ✓
2 Olson all
Christensen
Swenson
Savage
Trout

RECEIVED
APR 7 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other



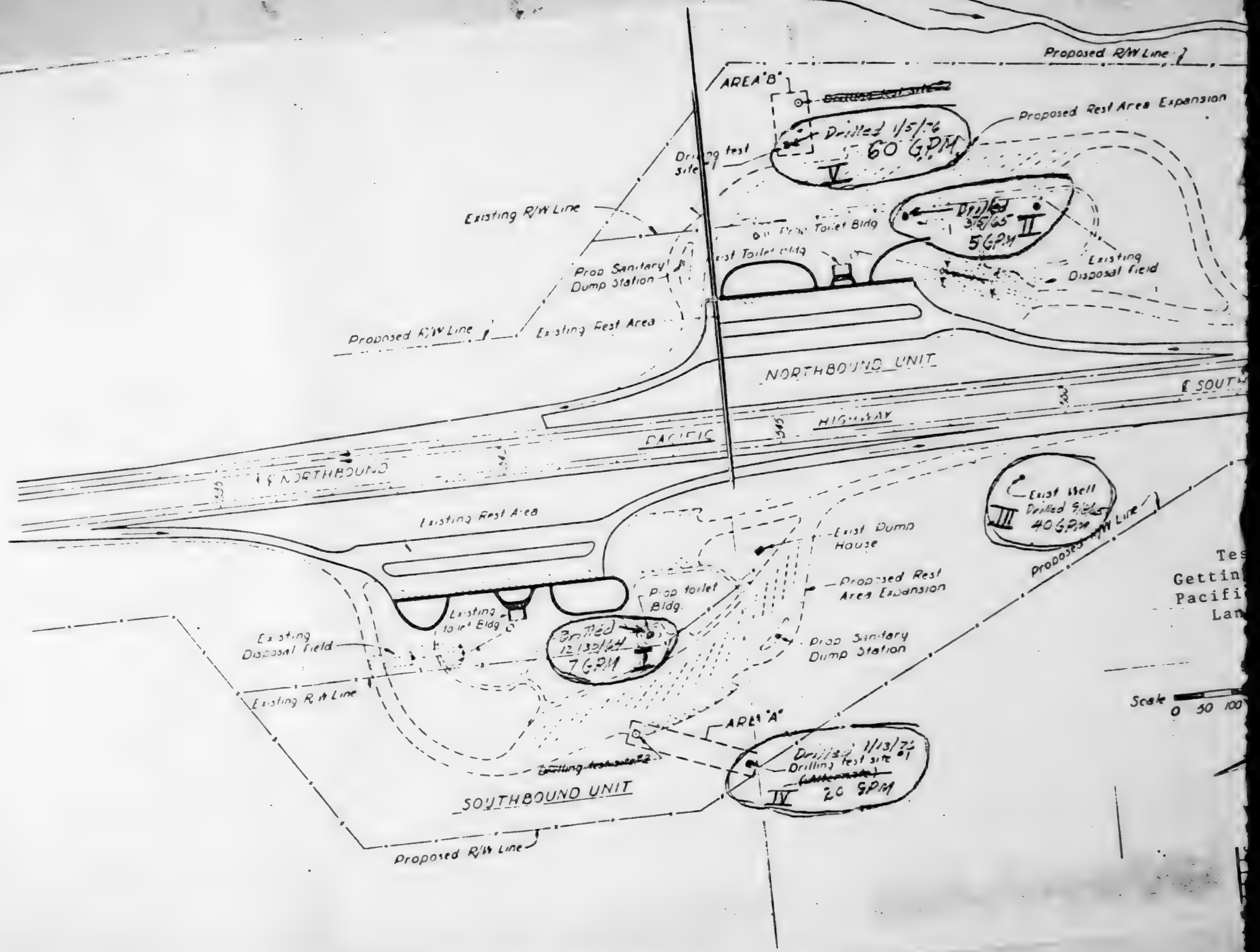


Test Wells
Gettings Creek SRA
Pacific Highway I-5
Lane County

Scale 0 50 100 200 Feet 500

DATE	REVISION

WELL CO


Proposed R/W Line
AREA "B"
Proposed Rest Area Expansion
Drilled 1/5/76
60 G.P.M.
V
Drilling test site
Existing R/W Line
Prop Toilet Bldg
Drilled 3/5/76
5 G.P.M.
II
Existing Toilet Bldg
Prop Sanitary Dump Station
Existing Disposal Field
Proposed R/W Line
Existing Rest Area
NORTHBOUND UNIT
PACIFIC
HIGHWAY
NORTHBOUND
Existing Rest Area
Exist Well
Drilled 9/16/75
40 G.P.M.
III
Exist Dump House
Proposed R/W Line
Prop toilet Bldg.
Proposed Rest Area Expansion
Existing Toilet Bldg
Drilled 12/30/44
7 G.P.M.
I
Prop Sanitary Dump Station
Existing Disposal Field
Existing R/W Line
AREA "A"
Drilled 11/13/74
Drilling test site
IV
20 GPM
SOUTHBOUND UNIT
Proposed R/W Line
Scale
0 50 100

20/3W-11 C.
20/4-11

NOTICE TO WATER WELL CONTRACTOR
The original and first copy of this report are to be filed with the STATE ENGINEER, SALEM, OREGON 97310 within 30 days from the date of well completion.

WATER WELL REPORT
STATE OF OREGON
(Please type or print)

State Well No. .....
State Permit No. .....

(1) OWNER:
Name State Highway Department
Address State Highway Division
Salem, Oregon

(2) LOCATION OF WELL:
County Lane Driller's well number
NE ¼ NW ¼ Section 11 T. 20 S. R. 3 W.M.
Bearing and distance from section or subdivision corner

(3) TYPE OF WORK (check):
New Well ☒ Deepening ☐ Reconditioning ☐ Abandon ☐
If abandonment, describe material and procedure in Item 12.

(4) PROPOSED USE (check):
Domestic ☐ Industrial ☐ Municipal ☐
Irrigation ☐ Test Well ☐ Other ☒

(5) TYPE OF WELL:
Rotary ☒ Driven ☐
Cable ☒ Jetted ☐
Dug ☐ Bored ☐

(6) CASING INSTALLED:
Threaded ☐ Welded ☒
6" Diam. from 0 ft. to 28 ft. Gage .175
" Diam. from ft. to ft. Gage
" Diam. from ft. to ft. Gage

(7) PERFORATIONS:
Perforated? ☐ Yes ☒ No
Type of perforator used
Size of perforations in. by in.
perforations from ft. to ft.
perforations from ft. to ft.
perforations from ft. to ft.
perforations from ft. to ft.
perforations from ft. to ft.

(8) SCREENS:
Well screen installed? ☐ Yes ☒ No
Manufacturer's Name
Type Model No.
Diam. Slot size Set from ft. to ft.
Diam. Slot size Set from ft. to ft.

(9) CONSTRUCTION:
Well seal—Material used in seal cement
Depth of seal 20 ft. Was a packer used? No
Diameter of well bore to bottom of seal 10 in.
Were any loose strata cemented off? ☐ Yes ☒ No Depth
Was a drive shoe used? ☐ Yes ☒ No
Was well gravel packed? ☐ Yes ☒ No Size of gravel:
Gravel placed from ft. to ft.
Did any strata contain unusable water? ☐ Yes ☒ No
Type of water? Depth of strata
Method of sealing strata off

(10) WATER LEVELS:
Static level 2 ft. below land surface Date 12/30/64
Artesian pressure lbs. per square inch Date

(11) WELL TESTS:
Drawdown is amount water level is lowered below static level
Was a pump test made? ☐ Yes ☒ No If yes, by whom?
Yield: gal./min. with ft. drawdown after hrs.
" " " "
Air test with rotary - 7 gpm after 8 hrs.
Bailer test 7 gal./min. with 30 ft. drawdown after 1 hrs.
Artesian flow g.p.m. Date
Temperature of water Was a chemical analysis made? ☐ Yes ☒ No

(12) WELL LOG:
Diameter of well below casing 6
Depth drilled 415 ft. Depth of completed well 380 ft.

Formation: Describe by color, character, size of material and structure, and show thickness of aquifers and the kind and nature of the material in each stratum penetrated, with at least one entry for each change of formation.

MATERIAL	FROM	TO
Yellow clay & rock	0	6
Gravel & rocks	6	19
Hard basalt rock	19	360
Red shale	360	415

Work started 10/6/64 19 . Completed 12/30/64 19
Date well drilling machine moved off of well 12/30/64 19

(13) PUMP:
Manufacturer's Name
Type: H.P.

Water Well Contractor's Certification:
This well was drilled under my jurisdiction and this report is true to the best of my knowledge and belief.

NAME W. W. Drilling and Pump Service
(Person, firm or corporation) (Type or print)
Address 417 Main St. Springfield, Ore.
Drilling Machine Operator's License No. 336
[Signed] (Water Well Contractor)
Contractor's License No. 268 Date 12/31/64, 19

NOTICE TO WATER WELL CONTRACTOR
The original and first copy of this report are to be filed with the STATE ENGINEER, SALEM, OREGON 97310 within 30 days from the date of well completion.

WATER WELL REPORT
STATE OF OREGON
(Please type or print)

State Well No. 20/3w-11

State Permit No.

(1) OWNER:
Name Oregon State Hwy Dept.
Address Box 1207
Eugene, Oregon

(2) LOCATION OF WELL:
County Lane Driller's well number
¼ ¼ Section 11 T 20S R. 3W W.M.
Bearing and distance from section or subdivision corner

(3) TYPE OF WORK (check):
New Well ☒ Deepening ☐ Reconditioning ☐ Abandon ☐
If abandonment, describe material and procedure in Item 12.

(4) PROPOSED USE (check):
Domestic ☒ Industrial ☐ Municipal ☐
Irrigation ☐ Test Well ☐ Other ☐

(5) TYPE OF WELL:
Rotary ☒ Driven ☐
Cable ☐ Jetted ☐
Dug ☐ Bored ☐

(6) CASING INSTALLED:
Threaded ☐ Welded ☐
6" Diam. from +2 ft. to 21 ft. Gage .250
" Diam. from ft. to ft. Gage
" Diam. from ft. to ft. Gage

(7) PERFORATIONS:
Perforated? ☐ Yes ☒ No
Type of perforator used
Size of perforations in. by in.
perforations from ft. to ft.
perforations from ft. to ft.
perforations from ft. to ft.
perforations from ft. to ft.
perforations from ft. to ft.

(8) SCREENS:
Well screen installed? ☐ Yes ☒ No
Manufacturer's Name
Type Model No.
Diam. Slot size Set from ft. to ft.
Diam. Slot size Set from ft. to ft.

(9) CONSTRUCTION:
Well seal—Material used in seal Native Clay & Cuttings
Depth of seal 41 ft. Was a packer used?
Diameter of well bore to bottom of seal 10" in.
Were any loose strata cemented off? ☐ Yes ☒ No Depth
Was a drive shoe used? ☒ Yes ☐ No
Was well gravel packed? ☐ Yes ☒ No Size of gravel
Gravel placed from ft. to ft.
Did any strata contain unusable water? ☐ Yes ☐ No
Type of water? Depth of strata
Method of sealing strata off

(10) WATER LEVELS:
Static level 12 ft. below land surface Date
Artesian pressure lbs. per square inch Date
(USE ADDITIONAL SHEETS IF NECESSARY)

(11) WELL TESTS:
Drawdown is amount water level is lowered below static level
Was a pump test made? ☐ Yes ☐ No If yes, by whom?
Yield: gal./min. with ft. drawdown after hrs.
" " " "
" " " "
Bailer test 200 gal./min. with 233 ft. drawdown after 2 hrs.
Artesian flow g.p.m. Date
Temperature of water Was a chemical analysis made? ☐ Yes ☒ No

(12) WELL LOG:
Diameter of well below casing 6"
Depth drilled 300 ft. Depth of completed well 300 ft.
Formation. Describe by color, character, size of material and structure, and show thickness of aquifers and the kind and nature of the material in each stratum penetrated, with at least one entry for each change of formation.

MATERIAL	FROM	TO
Topsoil	0	3
Lava & boulders	3	27
Red shale	27	40
Black basalt	40	275
Black & green conglomer	275	300

Work started 4/29/65 19 Completed 5/5/65 19
Rotary oil drilling machine moved off of well 5/5/65 19

(13) PUMP:
Manufacturer's Name
Type H.P.

Water Well Contractor's Certification:
This well was drilled under my jurisdiction and this report is true to the best of my knowledge and belief.

NAME Macey Jones Well Drilling Company
(Person, firm or corporation) (Type or print)
Address Rt. 2 Box 695 Creswell, Oregon

Drilling Machine Operator's License No. 160
Signed [signature] (Water Well Contractor)
Contractor's License No. 150 Date 5/11/65, 19

NOTICE TO WATER WELL CONTRACTOR
The original and first copy of this report are to be filed with the STATE ENGINEER, SALEM, OREGON within 30 days from the date of well completion

RECEIVED
SEP 29 1965
STATE ENGINEER

WATER WELL REPORT
STATE OF OREGON
(Please type or print)

State Well No 20/3W-11 C

State Permit No

(1) OWNER: Oregon
Name State Highway Dept.
Address State Highway Building
Salem, Oregon

(2) LOCATION OF WELL:

County Lane Driller's well number Well #3

¼ ¼ Section 11 T. 20S R. 3 W W M

Bearing and distance from section or subdivision corner

Highway Station 549+15
Mile post 140 900 ft. South of
Gettings Creek on Pacific Highway.

(3) TYPE OF WORK (check):

New Well X Deepening [ ] Reconditioning [ ] Abandon [ ]

If abandonment describe material and procedure in Item 12.

(4) PROPOSED USE (check):

Domestic [ ] Industrial [ ] Municipal [ ]
Irrigation X Test Well [ ] Other [ ]

(5) TYPE OF WELL:

Rotary [ ] Driven [ ]
Cable X Jetted [ ]
Dug [ ] Bored [ ]

(6) CASING INSTALLED: Threaded [ ] Welded X

6" Diam. from 0 ft. to 20 ft. Gage .250
5" Diam. from 15 ft. to 75 ft. Gage .250
." Diam. from ft. to ft. Gage

(7) PERFORATIONS: Perforated? X Yes [ ] No

Type of perforator used torch
Size of perforations ¼ * in. by 6 in.
perforations from ft. to ft.
220 perforations from 20 ft. to 75 ft.
perforations from ft. to ft.
perforations from ft. to ft.
perforations from ft. to ft.

(8) SCREENS: Well screen installed? [ ] Yes X No

Manufacturer's Name
Type Model No.
Diam. Slot size Set from ft. to ft.
Diam. Slot size Set from ft. to ft.

(9) CONSTRUCTION:

Well seal Material used in seal cement
Depth of seal 18 ft. Was a packer used? no
Diameter of well bore to bottom of seal 8 in.
Were any lower strata cemented off? [ ] Yes X No Depth
Was a drive shoe used? X Yes [ ] No
Was well gravel packed? [ ] Yes X No Size of gravel
Gravel placed from ft. to ft.
Did any strata contain unusable water? [ ] Yes X No
Type of water? depth of strata
Method of sealing strata off

(10) WATER LEVELS:

Static level 5 ft. below land surface Date 9/8/65

(11) WELL TESTS: Drawdown is amount water level is lowered below static level

Was a pump test made? [ ] Yes X No If yes, by whom?
Yield: 45 gal./min. with 23 ft. drawdown after 6 hrs.
" " " " " "
" " " " " "
Bailer test gal./min. with ft. drawdown after hrs.
Artesian flow g.p.m. Date
Temperature of water Was a chemical analysis made? [ ] Yes X No

(12) WELL LOG: Diameter of well below casing 6

Depth drilled 75 ft. Depth of completed well 75 ft.

Formation: *Describe by color, character, size of material and structure, and show thickness of aquifers and the kind and nature of the material in each stratum penetrated, with at least one entry for each change of formation*

MATERIAL	FROM	TO
Dirt and gravel	0	10
Red shale rock	10	39
Black rock	39	52
Basalt	52	57
Grey rock	57	75

Work started 9/3/65 19 Completed 9/8/65 19
Date well drilling machine moved off of well 9/8/65 19

(13) PUMP:

Manufacturer's Name
Type: H.P.

Water Well Contractor's Certification:

This well was drilled under my jurisdiction and this report is true to the best of my knowledge and belief

NAME W. W. Drilling and Pump Service
(Person, firm or corporation) (Type or print)
Address 4157 Main St. Springfield, Ore.

Drilling Machine Operator's License No. 336

[Signed] Walt W. Wilson
(Water Well Contractor)

9/14/65

Rest Area
Diagram of
Well #3

Bail Test

Pump Test

6 Hr. @ 44 GPM

8" Hole thru Unconsolidated Material

6" Perf. Casing (Used Pipe) Set at 62' Top

Bentonite Cement Cover Seal

Ground Level

Top Soil 1'-0"

Sandy Gravel 0'-0" First Seismic Top

Dense Tight Soft

Red Volcanic Ash Altered to Clay

Driller Reported A Large amount of Water Here. However, during Pump test only a Small amount was seen to enter.

Probable Water Zone

Second Seismic Top

Gray Basalt or Andesite Hard & Dense

Soft Dense Tight Black Volcanic Ash Altered to Clay

Static Level

Drawdown

30 GPM

115 GPM

60 GPM

Measured Drawdown

Sustained for 6 Hr.

Rapid Recovery

44 GPM

Hole drilled to Here for Bail Test.

Total Depth

10
20
30
40
50
60
70
80

Resi[illegible] Engineer E Jones refix 620-1943-910

Hole No. AKJ #1 Equipment used Cable + Air Rotary Caliber

NOTICE TO WATER WELL CONTRACTOR
The original and first copy of this report are to be filed with the
STATE ENGINEER, SALEM, OREGON 97310
within 30 days from the date of well completion.

WATER WELL REPORT
STATE OF OREGON
(Please type or print)
(Do not write above this line)

IV

State Well No. _____
State Permit No. _____

(1) OWNER: South Bound Well #1
Name Gettings Creek Rest Area
Address State Hwy. Dept.
Salem, Oregon 97310

(2) TYPE OF WORK (check):
New Well ☑ Deepening ☐ Reconditioning ☐ Abandon ☐
If abandonment, describe material and procedure in Item 12.

(3) TYPE OF WELL:
Rotary ☑ Driven ☐
Cable ☐ Jetted ☐
Dug ☐ Bored ☐

(4) PROPOSED USE (check):
Domestic ☑ Industrial ☐ Municipal ☐
Irrigation ☐ Test Well ☐ Other ☐

(5) CASING INSTALLED: Threaded ☐ Welded ☑
8" Diam. from +1½ ft. to 47 ft. Gage .250
6" Diam. from 2½ ft. to 262½ ft. Gage .250
" Diam. from ft. to ft. Gage

(6) PERFORATIONS: Perforated? ☑ Yes ☐ No
Type of perforator used 8" Mills Knife & Torch
Size of perforations ⅛ & 3/8 in. by 4 & 6 in.
30 5" perforations from 37 ft. to 47 ft.
88 6" perforations from 40 ft. to 255 ft.
perforations from ft. to ft.

(7) SCREENS: Well screen installed? ☐ Yes ☐ No
Manufacturer's Name
Type Model No.
Diam. Slot size Set from ft. to ft.
Diam. Slot size Set from ft. to ft.

(8) WELL TESTS: Drawdown is amount water level is lowered below static level
Was a pump test made? ☑ Yes ☐ No If yes, by whom? Linn Co.
Yield: 17 gal./min. with 163 ft. drawdown after 4 hrs.
" " " "
" " " "
Bailer test 12 gal./min. with 255 ft. drawdown after 1 hrs.
Artesian flow g.p.m.
Temperature of water Depth artesian flow encountered ft.

(9) CONSTRUCTION:
Well seal—Material used Cement
Well sealed from land surface to 2 ft.
Diameter of well bore to bottom of seal 10 in.
Diameter of well bore below seal 8 in.
Number of sacks of cement used in well seal 12 sacks
Number of sacks of bentonite used in well seal sacks
Brand name of bentonite
Number of pounds of bentonite per 100 gallons of water lbs./100 gals.
Was a drive shoe used? ☐ Yes ☐ No Plugs Size: location ft.
Did any strata contain unusable water? ☐ Yes ☐ No
Type of water? depth of strata
Method of sealing strata off
Was well gravel packed? ☐ Yes ☐ No Size of gravel:
Gravel placed from ft. to ft.

(10) LOCATION OF WELL:
County Lane Driller's well number
¼ ¼ Section [illegible] / T. 17S R. 3W W.M.
Bearing and distance from section or subdivision corner

(11) WATER LEVEL: Completed well.
Depth at which water was first found 38' ft.
Static level 5 ft. below land surface. Date 1-13-76
Artesian pressure lbs. per square inch. Date

(12) WELL LOG: Diameter of well below casing 8"
Depth drilled 260 ft. Depth of completed well 260 ft.

Formation: Describe color, texture, grain size and structure of materials; and show thickness and nature of each stratum and aquifer penetrated, with at least one entry for each change of formation. *Report each change in position of Static Water Level and indicate principal water-bearing strata.*

MATERIAL	From	To	SWL
Top Soil	0	2'	
Brown sand & boulders	2'	13'	
Brown sand & clay	13'	32'	
Black sand	32'	40'	
Black brown coarse sand	40'	49'	
Black gray basalt	49'	75'	
Blue green sand.	75'	120'	
Black basalt	120'	137'	
Blue Sand.	137'	204'	
Brown Clay	204'	255'	
Reddish brown clay	255'	260'	

Work started 12-1 19 75 Completed 1-13 19 76
Date well drilling machine moved off of well 1-13 19 76

Drilling Machine Operator's Certification:
This well was constructed under my direct supervision. Materials used and information reported above are true to my best knowledge and belief.
[Signed] Alvin K Jones (Drilling Machine Operator) Date , 19
Drilling Machine Operator's License No.

Water Well Contractor's Certification:
This well was drilled under my jurisdiction and this report is true to the best of my knowledge and belief.
Name [illegible] Co., Inc. (Person, firm or corporation) (Type or print)
Address [illegible] Pleasant Hill, Oregon 97401
[Signed] Casey T Jones (Water Well Contractor)
Contractor's License No. [illegible] Date 1-[illegible]-76, 19

(USE ADDITIONAL SHEETS IF NECESSARY)

SP*45856-119

Project Jennings JAM EXPRESSWAY Pacific L-5 Date completed

County Lane Resident Engineer E Jones refix 620-1943-910

Hole No. AKJ #1 Equipment used Cable + Air Rotary Collar elev. Attitude V

Hole location State #5 West South Bound Depth 260'

Purpose of work Test well to develope water supply

Sheet no. of

DRILLING CONDITIONS & METHODS CORE RECOVERY	GEOLOGIC COLUMN Use unified class. sys. for soils.	COLOR	BEDDING	TEXTURE	JOINTING	COMPONENTS	MOISTURE CONDITIONS	GEOPHYSICAL CHARACTERISTICS	SPECIAL SAMPLING OR TESTING	MISCELLANEOUS Any features pertinent to the particular problem
Shoe 48' of 8" welded casing 8" hole 12" hole Cement Dwellings Log Sample Log Sealed 17 sacks 12" Hole to 20'	Boulders & Sand	Brown	None	FG CG	None	clay Qtz Boulders & Sand	wet	100 ft/sec		
	Sand + clay			FG					Cutting Sample	
	Sand	Black		Sd MG					Cutting	casing Perf 38-48
	Pea Gravel + sand	Black & Brown		Sd CG			10-20 GPM	3400 ft/sec	Bailer Cuttings	Cased out
	Basalt			Xline	Fracture Zone		Blowing 8±		Cuttings Cuttings	
	Black Basalt	Dark Gray				+ Some Blue Green Talc			Cuttings	Medium Pieces Brittle
		Dark Gray						7600 ft/sec	Cuttings	Large pieces
						some Talc			Cuttings	MP
		Brown Black				some Talc	Blowing 10±		Cuttings MP	
	Blue Green Complemente	Black				Lots of Talc			Cuttings	
		Brown				some Talc			Cuttings	
		Black				No Talc			Cuttings	
	Black Basalt	Black								
		Brown Black							Cuttings Small	
		Black							Cuttings	
Fence standing Perf Liner 6"	Hard	Black				+ qtz	Blowing 12 GPM		Cuttings M	Dec 14, 1975 Pump test 14 - 12 static 4' GPM Drilled to here Dec 15
		dark Gray		Vugs		+ Talc Blue Green			Cuttings	

& METHODS CORE RECOVERY	class. sys. for soils.		COLOR	BEDDING	TEXTURE	JOINTING	COMPOSITION	MOISTURE CONDITION	GEOPHYSICAL CHARACTERISTICS	SPECIAL SAMPLING TESTS	pertinent to the particular problem
Shoe 48' of 8" welded casing	Boulders & Sand	← Sample Log	Brown	None	FG	None	Clay Qtz Boulders & Sand	Wet			
8" Hole 12" Hole	Sand & clay				CG						
12" Hole to 20' sealed 14 sacks cement	Sand	Pea Gravel + sand	Black		FG					Cutting Sample	
			Black & Brown		Sd MG					Cutting	casing Perf 38-48
					Sd CG			10-20 GPM		Bailer Cuttings	Cased out
	Black Basalt	Sand			xline	Fracture Zone		Blowing 8+		Cuttings	
		Basalt	Dark Gray				+ Some Blue Green Talc			Cuttings	Medium Pieces Brittle
			Dark Gray							Cuttings	Large Pieces
							Some Talc			Cuttings	MP
			Brown Black				Some Talc	Blowing 10+		Cuttings MP	
			Black				Lots of Talc			Cuttings	
							Some Talc			Cuttings	
			Brown Black				No Talc			Cuttings	
			Black							Cuttings Small	
			Black							Cuttings M	
Fence standing	Black Basalt	Hard	Black				+ Qtz	Blowing 12 GPM		Cuttings M	Dec 16, 1975 Pump test 14 - 16 GPM static 4' Drilled to Here Dec 15
Perf Liner 6"			dark Gray			Vugs	+ Talc Blue Green			Cuttings	
	Blue Conglomerate	Pea + Sand Gravel	Lt Gray		FG		Some clay silt VFS			Cuttings	
			Lt Gray		CG		Clay Silt some Sand	Blowing 12+	5700 ft/sec	Cuttings	Brown Has develop Blowing Gray "
		VCS	Lt Gray		CG		Clay Silt			Cuttings	

Fence standing Perk Liner 2"

Blue Green

Black Basalt

Hard

Blk

Brown

Black

Black

Brown Black

Black

Black

dark Gray

Vugs

Lots of Talc

Some Talc

No Talc

Cuttings small

Cuttings M

+qtz

Blowing 12 GPM

+Talc Blue-Green

Cuttings

Cuttings

Cuttings

Cuttings

Cuttings M

Cuttings M

Dec 16, 1975
Pump test 14 - K
static 4' GPM
Drilled to Here Dec 15

Cuttings

Blue Conglomerate

Pea sized Gravel

Lt Gray

FG

Some clay Silt VFS

Cuttings

Lt Gray

CG

clay silt coarse sand

Blowing 12# C

5700 ft/sec

Cuttings

Brown H2o developed Blowing

Gray "

Brown Clay

Lt Gray

CG

clay silt coarse sand

Cuttings

Boulders?

Dark Gray

CG

Serpentine Talc Coarse Sand

Cuttings

Rounded Basalt Developed Blowing Less Rounding

Red Brown

MG

More clay

Cuttings

FG

clay lenses

Cuttings

--- Brown H2O

Cuttings

--- Gray Brown H2O

VFG

Cuttings

--- Red H2O

Dropped 6"

Reddish Brown Clay

TD 424'

Various Colored Mudstones soft

Red

Massive Red Clay

Blowing 15 GPM

Cuttings

TD Jan 6 1976

Pump test Jan 7, 1976
17-20 GPM

Time in min

8 GPM

Draw Down Curve

12 GPM

17 GPM

14 GPM

Recovery Curve

Draw down in feet

15
30
45
60
75
90
120
135
150

Pump Test #1
Gettings Creek SRA
South Bound Side
AKJ #1
Depth of Hole 150'
Temp of water 58°
Dec. 16, 1975
Open Hole
Static 5'

Time in Min

Static

Draw Down

15 GPM

30 GPM

← Draw Down Curve

← Recovery Curve

20 GPM

17 GPM

Pump Test #2
Gettings Creek SRA
South Bound Side
AKJ #1
Depth of Hole 260'
Temp of Water 58°
Jan. 29, 1976
Static 6'
Liner in place

South Fork Getting: Under Rest Area

Analysis of:
•Water Wells
•Swimming Pools
•Waste Water
•Water Supplies

Water Analysis & Consulting, Inc.
304 BLAIR BLVD
EUGENE, OREGON 97402
TELEPHONE 503 342-7044

Lab Report No: 002406
Inv. No: 3077 Date: 2/2/76
PO Number:

WATER TESTING - COMMUNITY CLASS I & II and PUBLIC WATER SUPPLY SYSTEMS

NAME: Oregon State Hwy Dept.
ADDRESS: 2193 E 15th Ave.,
Eugene, Oregon 97403

LOCATION: South Getty Creek SOURCE: Well
DATE COLLECTED: 1/29/76 BY: DBT
DATE ANALYZED: 1/29/76

CRITERIA Physical & Chemical	Test Results		Permissible		Desirable	
Color	0.0	CU	15 Color Units			
Turbidity	2.5	FTU	5	FTU	0	FTU
Total Solids	201	mg/l	1000	mg/l	500	mg/l
Total Dissolved Solids	200	mg/l				
Volatile Solids	23	mg/l				
pH	7.3		6.0 to 8.5		7.0	
Specific Conductance	350	Micromhos/cm				
Hardness (as $CaCO_3$)	60	mg/l				
Calcium	13.6	mg/l				
Magnesium	6.3	mg/l				
Sodium	1.4	mg/l				
Chlorides	60	mg/l	250	mg/l	25	mg/l
Sulfates	0.0	mg/l	250	mg/l	25	mg/l
Nitrate	2.5	mg/l	45	mg/l	0	mg/l
Nitrite	.022	mg/l				
Iron	0.56	mg/l	0.3	mg/l	0	mg/l
Manganese	0.00	mg/l	0.05	mg/l	0	mg/l
Arsenic	0.000	mg/l	0.05	mg/l	0	mg/l
Fluoride	0.0	mg/l	Max. Concentrate		2.4	mg/l
Silica	19	mg/l				

THE FOLLOWING ARE REQUIRED ON INITIAL TESTS (or as irregularities are noted).

( ) Barium	_____	mg/l	1.0 mg/l
( ) Cadmium	_____	mg/l	0.01 mg/l
( ) Chromium (Cr_6)	_____	mg/l	0.05 mg/l
( ) Copper	_____	mg/l	1.0 mg/l
( ) Carbon Chloroform Extract	_____	mg/l	0.2 mg/l
( ) Cyanide	_____	mg/l	0.2 mg/l
( ) Lead	_____	mg/l	0.05 mg/l
( ) Mercury	_____	mg/l	0.005 mg/l
( ) Selenium	_____	mg/l	0.01 mg/l
( ) Silver	_____	mg/l	0.05 mg/l
( ) Zinc	_____	mg/l	5.0 mg/l
( ) Alkyl Benzene Sulfonate	_____	mg/l	
( ) Phosphorus	_____	mg/l	
( ) Potassium	_____	mg/l	

0.01 mg/l

Schedule SDH (8/74)

BY: [signature]

Analysis of:
- Water Wells
- Swimming Pools
- Waste Water
- Water Supplies

Water Analysis & Consulting, Inc.

304 BLAIR BLVD
EUGENE, OREGON 97402
Telephone: 503/485-8404

LABORATORY NO. 002407

BACTERIOLOGICAL REPORT

NAME Oregon State Highway Dept.
ADDRESS 2193 E 15th Ave.,
Eugene, Oregon 97403

SOURCE Well
LOCATION South Gate Creek Rest Area
T.____ R.____ Sec.____ Tax Lot___
Date Collected 1/29/76 Set Up 1/29/76
Received 1/29/76 Client No.____

	FECAL STREPTOCOCCI ANALYSIS	
	Membrane Filter	
	Std. Plate Count	
	Nonquantitative	

	STAPHYLOCOCCUS	
	Membrane Filter	
	Std. Plate Ct. (Mannitol Salt)	
	Coagulase Test	

	PSEUDOMONAS AERUGINOSA	
	Membrane Filter	
	Multiple Tube	

	MOLD AND YEAST	
	Membrane Filter	

	IRON BACTERIA	
	SULFER BACTERIA	

	GRAM STAIN	

	OTHER (Specify)

BACTERIOLOGIST

	TOTAL COLIFORM							
x	LACTOSE	10ml	10ml	10ml	10ml	10ml	1ml	0.1
	24hr	–	–	–	–	–		
	48hr	–	–	–	–	–		

B.G.L.B.	10ml	10ml	10ml	10ml	10ml	1ml	0.1ml
	0	0	0	0	0		

Confirmed MPN Less than 2.2 /100ml

	MEMBRANE FILTER METHOD						
	TOTAL Coliform (Endo)	100ml	100ml	100ml	100ml	100ml	
	COUNT per 100ml						

M.F. (Ave. Count) ____ /100ml

x	Water sample conforms with accepted bacteriological standards of purity for drinking water.
	Water sample shows CONTAMINATION and does not conform with accepted bacteriological standards of purity for drinking.

Remarks

	TOTAL BACTERIA COUNT	
	Membrane Filter	
	Std. Plate Count	

	FECAL-COLIFORM							
	E COLI	10ml	10ml	10ml	10ml	10ml	1ml	0.1ml

E. Coli MPN ____ /100ml

	MEMBRANE FILTER METHOD						
	E. Coli. (EC)	100ml	100ml	100ml	100ml	100ml	
	COUNT per 100ml						

M.F. (Ave. Count) ____ /100ml

Remarks

NOTICE TO WATER WELL CONTRACTOR

The original and first copy of this report are to be filed with the

STATE ENGINEER, SALEM, OREGON 97310 within 30 days from the date of well completion.

WATER WELL REPORT

STATE OF OREGON

(Please type or print)

(Do not write above this line)

State Well No. _____

State Permit No. _____

(1) OWNER: North Bound Well #2

Name Gettings Creek Rest Area

Address State Hwy. Dept.

Salem, Oregon 97310

(2) TYPE OF WORK (check):

New Well ☒ Deepening ☐ Reconditioning ☐ Abandon ☐

If abandonment, describe material and procedure in Item 12.

(3) TYPE OF WELL:

Rotary ☒ Driven ☐

Cable ☒ Jetted ☐

Dug ☐ Bored ☐

(4) PROPOSED USE (check):

Domestic ☒ Industrial ☐ Municipal ☐

Irrigation ☐ Test Well ☐ Other ☒

(5) CASING INSTALLED: Threaded ☐ Welded ☒

8 " Diam. from 0 ft. to 20 ft. Gage .250

6 " Diam. from 4 ft. to 238 ft. Gage .188

_____ " Diam. from _____ ft. to _____ ft. Gage _____

(6) PERFORATIONS: Perforated? ☒ Yes ☐ No.

Type of perforator used Torch

Size of perforations 3/8 in. by 5 in.

448 perforations from 155 ft. to 235 ft.

_____ perforations from _____ ft. to _____ ft.

_____ perforations from _____ ft. to _____ ft.

(7) SCREENS: Well screen installed? ☐ Yes ☒ No

Manufacturer's Name _____

Type _____ Model No. _____

Diam. _____ Slot size _____ Set from _____ ft. to _____ ft.

Diam. _____ Slot size _____ Set from _____ ft. to _____ ft.

(8) WELL TESTS: Drawdown is amount water level is lowered below static level Rainbow

Was a pump test made? ☒ Yes ☐ No If yes, by whom? Pump Co.

Yield: 80 gal./min. with 155 ft. drawdown after 8 hrs.

" " " "

" " " "

Bailer test 75 gal./min. with 227 ft. drawdown after 1 hrs.

Artesian flow _____ g.p.m.

Temperature of water _____ Depth artesian flow encountered _____ ft.

(9) CONSTRUCTION:

Well seal—Material used Cement

Well sealed from land surface to 19 ft.

Diameter of well bore to bottom of seal 12 in.

Diameter of well bore below seal 8 in.

Number of sacks of cement used in well seal 19 sacks

Number of sacks of bentonite used in well seal _____ sacks

Brand name of bentonite _____

Number of pounds of bentonite per 100 gallons of water _____ lbs./100 gals.

Was a drive shoe used? ☐ Yes ☐ No Plugs _____ Size: location _____ ft.

Did any strata contain unusable water? ☐ Yes ☐ No

Type of water? _____ depth of strata _____

Method of sealing strata off _____

Was well gravel packed? ☐ Yes ☐ No Size of gravel: _____

Gravel placed from _____ ft. to _____ ft.

(10) LOCATION OF WELL:

County Lane Driller's well number _____

¼ ¼ Section 1 T. 22S R. 3W W.M.

Bearing and distance from section or subdivision corner

(11) WATER LEVEL: Completed well.

Depth at which water was first found 65' ft.

Static level 11 ft. below land surface. Date 1-5-76

Artesian pressure _____ lbs. per square inch. Date _____

(12) WELL LOG: Diameter of well below casing 8"

Depth drilled 238 ft. Depth of completed well 238 ft.

Formation: Describe color, texture, grain size and structure of materials; and show thickness and nature of each stratum and aquifer penetrated, with at least one entry for each change of formation. *Report each change in position of Static Water Level and indicate principal water-bearing strata.*

MATERIAL	From	To	SWL
Top Soil	0	6'	
Brown sand & clay	6'	12'	
Brown sandstone	12'	22'	
Blue black basalt	22'	23'	
Blue black claystone	23'	32'	
Brown black claystone	32'	38'	
Blue green core.	38'	43'	
Blue green clay	43'	67'	
Blue green sandstone	67'	76'	
Blue black basalt	76'	124'	
Blue black sandstone	124'	131'	
Black basalt	131'	205'	
Brown claystone	205'	235'	
Black basalt	235'	238'	

Work started 12-11 19 75 Completed 1-5 19 76

Date well drilling machine moved off of well 1-5 19 76

Drilling Machine Operator's Certification:

This well was constructed under my direct supervision. Materials used and information reported above are true to my best knowledge and belief.

[Signed] Alvin K. Jones (Drilling Machine Operator) Date _____, 19_____

Drilling Machine Operator's License No. 714

Water Well Contractor's Certification:

This well was drilled under my jurisdiction and this report is true to the best of my knowledge and belief.

Name [illegible] Pump Co., Inc. (Person, firm or corporation) (Type or print)

Address [illegible] Klamath Falls, Oregon 97601

[Signed] [illegible] (Water Well Contractor)

Contractor's License No. _____ Date 1-[illegible], 19_____

(USE ADDITIONAL SHEETS IF NECESSARY)

SP 0668-119

Expansion

County Lane Resident Engineer E Jones Prefix 620-1943-910

Hole No. AKI #2 Equipment used Cable + Air Rotary Collar elev. _____ Attitude V

Hole location State #6 E North Bound Depth _____

Purpose of work Test well to Develope Water Supply

Sheet no. ____ of ____

DRILLING CONDITIONS & METHODS. CORE RECOVERY	GEOLOGIC COLUMN Use unified class. sys for soils. Drillers log / Sample log	COLOR	BEDDING	TEXTURE	JOINTING	COMPONENTS	MOISTURE CONDITIONS	GEOPHYSICAL CHARACTERISTICS	SPECIAL SAMPLING OR TESTING	MISCELLANEOUS Any features pertinent to the particular problem
12" Hole; Cement Seal; 10 sacks Cement; 8" Casing 0-20'; 8" Hole; 6" Free Standing Liner 4-230'; 235	Soil; Brn Sdy Clay; Brn Sandstone; Dirty Gravel				F-C G		static; dry			static level 11' 1-5-76; 10'8" 1-28-76
50	Blk Basalt; clay stone; Br Blk Clay stone; Blue Green Clay; Blue Green Clay; Blue Green sand stone; Blue Green Clay; Black Basalt	Gray; Brown; More Brown; Brown; Black; Black; Black; Some Brown Black; Black		Fine X; Fine X; Fractures; Fractures	clay; clay; Green talc; Green talc; No talc; Green talc; Some Talc		dry; dry; dry; dry; dry; dry; dry; dry; dry		Cuttings Course; Cuttings C-F; Cuttings M-F; Cuttings M-F; Cuttings course; Cuttings F; Cuttings C; Cuttings M; Cuttings C; Cuttings M-F; Clean Cuttings F; Cuttings F; Cuttings F; Clean Cuttings F	Brittle; Hard; Brittle; Brittle; Hard; Hard; Hard; Hard
100										
150										

CONDITIONS & METHODS. CORE RECOVERY	COLUMN Use unified class. sys for soils.	Drillers Log & Sample	COLOR	BEDDING	TEXTURE	JOINTING	COMPONENT	MOISTURE CONDITION	GEOPHYS CHARACTERISTICS	SPECIAL SAMPLING TESTING	Any features pertinent to the particular problem
12" Hole	Soil					F-C G		static			static level 11' 1-5-76 10'8" 1-28-76
	Brn sdy clay	Dirty Gravel						dry			
	Brn Sandstone										
	Blk Basalt		Gray		Fine K			dry		cuttings course	
	clay stone							dry			
	Brn Blk clay stone	Basalt	Brown		Fine X					Cuttings C-F	
			More Brown				clay+	dry		Cuttings M-F	
50	Blue Green clay		Brown			Fractures	clay			Cuttings M-F	
			Black				Green talc	dry		Cuttings course	Brittle
	Blue Green clay		Black					dry		Cuttings F	Hard
										Cuttings C	Brittle
	Blue Green sand stone		Black			Fractures				Cuttings M	
								dry		Cuttings C	Brittle
			Some Brown Black							Cuttings M-F	Hard
	Blue Sh							dry		Cuttings C	Brittle
										Cuttings M-F	
150							No talc			Clean Cuttings F	Hard
										Cuttings F	Hard
							Green Talc	dry		Cutting F	Hard
							Some Talc			Clean Cuttings F	Hard
										Clean Cuttings F	Hard
										Clean Cuttings VF	Hard
200										Clean Cuttings M	
	Clay Sh Brk	Basalt	Brown Green Black					Blowing 40± GPM		Cuttings F	First water

8" Hole

10 Sacks Cement Seal

8" Casing 0-20'

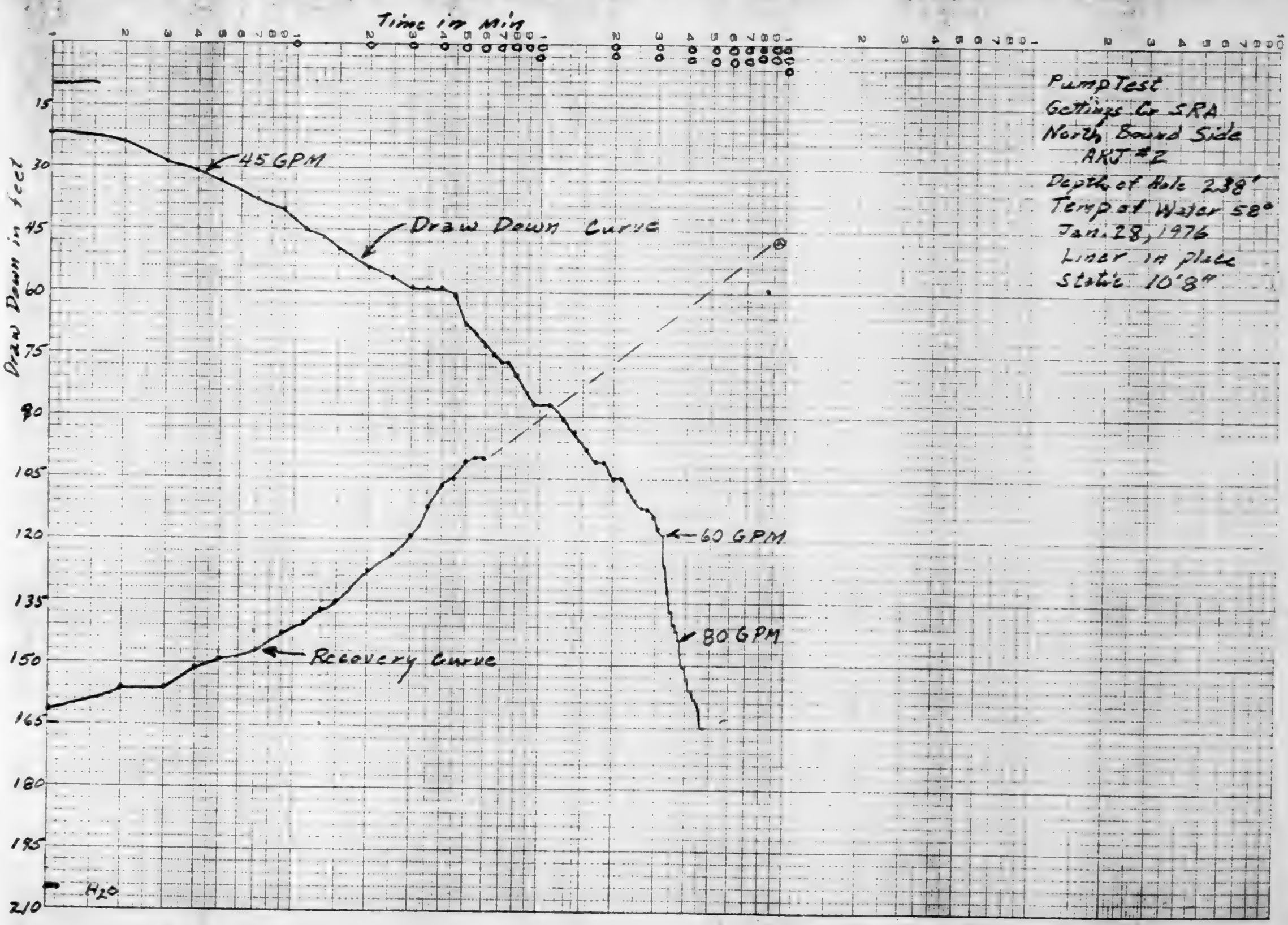
6" Free Standing 1.235'

Perf from 155'-235'

Black Basalt

NO. 340-L510 DIETZGEN GRAPH PAPER
SEMI-LOGARITHMIC
5 CYCLES X 10 DIVISIONS PER INCH

EUGENE DIETZGEN CO.
MADE IN U.S.A.



Analysis of:
•Water Wells
•Swimming Pools
•Waste Water
•Water Supplies

Water Analysis & Consulting, Inc.

304 BLAIR BLVD
EUGENE, OREGON 97402
TELEPHONE 503 342-7044

Water Quality Getting Creek Rest Area

Lab Report No: 002403
Inv. No: 3070 Date: 1/30/76
PO Number:

WATER TESTING - COMMUNITY CLASS I & II and PUBLIC WATER SUPPLY SYSTEMS

NAME: Oregon State Hwy Dept.
ADDRESS: 2193 E 15th
Eugene, Oregon 97403
CRITERIA Attn: Carl Cleaver

LOCATION: Gettys Creek Rest Area SOURCE: Well
DATE COLLECTED: 1/28/76 BY: DBI
DATE ANALYZED: 1/28/76

Physical & Chemical	Test Results		Permissible		Desirable	
Color	0	CU	15 Color Units			
Turbidity	2.5	FTU	5	FTU	0	FTU
Total Solids	1658	mg/l	1000	mg/l	500	mg/l
Total Dissolved Solids	1300	mg/l				
Volatile Solids	130	mg/l				
pH	7.1		6.0 to 8.5		7.0	
Specific Conductance	3000	Micromhos/cm				
Hardness (as $CaCO_3$)	262	mg/l				
Calcium	91.2	mg/l				
Magnesium	8	mg/l				
Sodium	1.5	mg/l				
Chlorides	1000	mg/l	250	mg/l	25	mg/l
Sulfates	40	mg/l	250	mg/l	25	mg/l
Nitrate	2.1	mg/l	45	mg/l	0	mg/l
Nitrite	.02	mg/l				
Iron	0.16	mg/l	0.3	mg/l	0	mg/l
Manganese	0.00	mg/l	0.05	mg/l	0	mg/l
Arsenic	0.000	mg/l	0.05	mg/l	0	mg/l
Fluoride	0.00	mg/l	Max. Concentrate		2.4	mg/l
Silica	10.5	mg/l				

THE FOLLOWING ARE REQUIRED ON INITIAL TESTS (or as irregularities are noted).

( ) Barium		mg/l	1.0	mg/l
( ) Cadmium		mg/l	0.01	mg/l
( ) Chromium (Cr_6)		mg/l	0.05	mg/l
( ) Copper		mg/l	1.0	mg/l
( ) Carbon Chloroform Extract		mg/l		
( ) Cyanide		mg/l	0.2	mg/l
( ) Lead		mg/l	0.05	mg/l
( ) Mercury		mg/l	0.005	mg/l
( ) Selenium		mg/l	0.01	mg/l
( ) Silver		mg/l	0.05	mg/l
( ) Zinc		mg/l	5.0	mg/l
( ) Alkyl Benzene Sulfonate		mg/l		
( ) Phosphorus		mg/l		
( ) Potassium		mg/l		

Schedule SDH (8/74)

BY: [signature]

Analysis, of:
•Water Wells
•Swimming Pools
•Waste Water
•Water Supplies

Water Analysis & Consulting, Inc.
304 BLAIR BLVD.
EUGENE, OREGON 97402
Telephone: 503/485-8404

LABORATORY NO. 002404

BACTERIOLOGICAL REPORT

NAME Oregon State Hwy Dept.
ADDRESS 2193 E 15th St.,
Eugene, Oregon 97403

SOURCE Well
LOCATION North Getty Creek Rest Area
T.____ R.____ Sec.____ Tax Lot___
Date Collected 1/28/76 Set Up 1/28/76
Received 1/28/76 Client No.____

	FECAL STREPTOCOCCI ANALYSIS	
	Membrane Filter	
	Std. Plate Count	
	Nonquantitative	

	STAPHYLOCOCCUS	
	Membrane Filter	
	Std. Plate Ct. (Mannitol Salt)	
	Coagulase Test	

	PSEUDOMONAS AERUGINOSA	
	Membrane Filter	
	Multiple Tube	

	MOLD AND YEAST	
	Membrane Filter	

	IRON BACTERIA	
	SULFER BACTERIA	

	GRAM STAIN	

	OTHER (Specify)

BACTERIOLOGIST

	TOTAL COLIFORM							
X	LACTOSE	10ml	10ml	10ml	10ml	10ml	1ml	0.1
	24hr	–	–	–	–	–		
	48hr	–	–	–	–	–		

B.G.L.B.	10ml	10ml	10ml	10ml	10ml	1ml	0.1ml
	0	0	0	0	0		

Confirmed MPN Less than 2.2 /100ml

	MEMBRANE FILTER METHOD						
	TOTAL Coliform (Endo)	100ml	100ml	100ml	100ml	100ml	
	COUNT per 100ml						

M.F.(Ave.Count)____/100ml

Water sample conforms with accepted bacteriological standards of purity for drinking water.

Water sample shows CONTAMINATION and does not conform with accepted bacteriological standards of purity for drinking.

Remarks

	TOTAL BACTERIA COUNT	
	Membrane Filter	
	Std. Plate Count	

	FECAL-COLIFORM							
	E. COLI	10ml	10ml	10ml	10ml	10ml	1ml	0.1ml

E.Coli MPN____/100ml

	MEMBRANE FILTER METHOD						
	E Coli. (EC)	100ml	100ml	100ml	100ml	100ml	
	COUNT per 100ml						

M.F.(Ave.Count)____/100ml

Remarks

Form A-105—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS Order No. 1

Project Name Gettings Creek Rest Area Date January 28, 19 76

Highway Pacific Contract No. 8315 F. A. Project No. I-5-3(104)17

County Lane Prefix 620-1072 Account No.

Description of Work To Be Done: Provide payment for obtaining samples and testing of well water taken from the project well sites.

APPROVED EFFECTIVE DATE 1-28-76
Contingent upon modification of project agreement if additional funds are required.
BY G. R. Hossner
G. R. Hossner
TITLE Dist. Engineer
DATE 2-23-76
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

North Bound Well Site No.1
South Bound Well Site No.1

Estimate of Quantities and Costs:

Special testing of well water.....$230.00

Explanation: The Special Provisions call for the sampling of water during the pump test operations, but no provision is made for the testing of the water to determine the bacteriological and mineralogical qualities of the water. This work is to be done by outside laboratory (not State Forces).

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$16,895.62
Present estimate of project cost, including $ 230.00 for work under this order	$24,185.60
Expected ~~under-run~~ over-run (amount)	$ 7,289.98
Expected ~~under-run~~ over-run (per cent)	43.2%

Space to right of this line is for use of Salem Office

Submitted by: Ellis Haines
Resident Engineer

Approval Recommended: J. X. Wilson
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved:
Deputy State Highway Engineer, Assistant State Highway Engineer or ~~Office~~ Engineer.

8315

1b

January 22, 1976

Public Contract Review Board
100 State Office Building
Salem, OR 97310

Gentlemen:

Contract No. 8315, Exemption Request
Gettings Creek Safety Rest Area Well Drilling

In accordance with Rule 10.140, application is hereby made on behalf of the Oregon Department of Transportation for an exemption of certain additional work under this contract which exceeds the 10 percent limitation of Rule 10.130(b).

1. The subject contract is for drilling two water wells to provide an increased water supply for this roadside rest area.

2. The original contract was for $12,756. One agreement for drilling additional depth has been negotiated for up to 30.6 percent and a second agreement for perforated well liner for up to 19.2 percent of the original contract amount. Total increased cost will be up to $6,850 under these amendments.

3. To avoid costly standby time on the part of the well driller, a timely decision had to be made so work could continue in the most economical manner. There would obviously be no saving, and in fact a significant increase in total cost, if we were to terminate the current contract and do the further work by a separate call for bids. An additional move and mobilization of equipment would have increased the cost of the deeper drilling significantly.

4. Since this additional work also involves an overrun of our total project authorization exceeding the allowable 10 percent under our Departmental regulations, an explanation and request for additional funding authorization has been approved by the Transportation Commission. A copy of the request and form summarizing such requests is attached for your information. The Federal Highway Administration has also approved the increased work and costs.

5. This work under the contract and the amendments is already under way and almost completed.

We respectfully request your consent to exceeding the 10 percent limitation and approval of the procedures used.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

Att.

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
Alfred Shirley, Jr.

JAB:fr HSC:ia

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 14, 1976

TO Oregon State Highway Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Gettings Creek Safety Rest Area
Well Drilling
Contract No. 8315
Request for Additional Authorization

An overrun of the contract authorization is expected on this contract. This is a negotiated contract with Casey Jones Well Drilling Company for drilling two wells. It is the first phase of an expansion of the area which will be done under a future contract.

The work was set up for drilling each well to 150 feet. At the first drilling site (southbound), drilling was carried to the contract limit of 150 feet and water was encountered just at the 150-foot level. After reviewing well drilling experience in the area and with the advice of our Geology Section, it was believed advisable to carry the drilling on deeper. It is now at 180 feet with an estimated 12-15 gal./min. The second well (on northbound side) has also been drilled now and an estimated 40-60 gal./min. found with a completed depth of 234 feet.

The extra drilling depth plus the installation of perforated well liner, required because of several badly fractured areas in each well, will result in an overrun of $6,210.38.

Your approval of an increase in the authorization to a new total authorization of $23,106 is requested. This is a Federal Interstate project and the additional cost will be Federal participating. This will be on the agenda for your consideration at the January 22 meeting.

bc: C. W. Head
E. S. Hunter
G. M. Baldwin
Vern Skoog
Larry Rullen
J. H. [illegible]steeg
C. T. Keasey
Alfred Shirley
Gary L. Sund
Jack Graham

JAB:fr dpy

NOTED
C. W. HEAD

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Gettings Creek Safety Rest Area Date 12/19/75

Highway Pacific Contract No. 8315

County Lane Kind of Work Well Drilling Contractor Casey Jones Well Drillin

	Authorized	Estimated
Contract Amount	12,756.00	12,756.00
Anticipated Items	2,000.00	4,450.00
Contingency (4½%)	664.02	3,900.00
Engineering	1,475.60	2,000.00
Credits	---	---
PROJECT COST	16,895.62	23,106.00
	NET INCREASE $	6,210.38

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

	Expected Amount	Net Change
(U) P.A.#1 Additional Well Drilling (150'-350')	-	+ 3900.00
(A) I.A.#2 Perforated Well Liner	500.00	+ 2450.00
Item #9999 Engineering	1475.60	+ 524.40

Principal reasons for overruns (Continue on reverse side): P.A.#1, to obtain adequate water, I.A.#2, perforated liner due to unforseen materials being encountered, Item #9999, more extensive project than originally planned.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Ellis Jones
Resident Engineer

Confirmed by F. X. Wilson
Division Engineer

Noted by
Construction or Bridge Engineer

Noted by
Deputy or State Highway Engineer

8315

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon State Highway Transportation Commission

DATE January 14, 1976

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Gettings Creek Safety Rest Area
Well Drilling
Contract No. 8315
Request for Additional Authorization

AGENDA
JAN 22 1976
4 - 2

An overrun of the contract authorization is expected on this contract. This is a negotiated contract with Casey Jones Well Drilling Company for drilling two wells. It is the first phase of an expansion of the area which will be done under a future contract.

The work was set up for drilling each well to 150 feet. At the first drilling site (southbound), drilling was carried to the contract limit of 150 feet and water was encountered just at the 150-foot level. After reviewing well drilling experience in the area and with the advice of our Geology Section, it was believed advisable to carry the drilling on deeper. It is now at 180 feet with an estimated 12-15 gal./min. The second well (on northbound side) has also been drilled now and an estimated 40-60 gal./min. found with a completed depth of 234 feet.

The extra drilling depth plus the installation of perforated well liner, required because of several badly fractured areas in each well, will result in an overrun of $6,210.38.

Your approval of an increase in the authorization to a new total authorization of $23,106 is requested. This is a Federal Interstate project and the additional cost will be Federal participating. This will be on the agenda for your consideration at the January 22 meeting.

bc: C. W. Head
E. S. Hunter-Attack
G. M. Baldwin
Vern Skoog
Larry Rulien
J. H. Versteeg
C. T. Keasey
Alfred Shirley
Gary L. Sund
Jack Graham

JAB:fr dpy

NOTED
C. W. HEAD

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 5, 1976

FILE: CON 5 #8315

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Gettings Creek Safety Rest Area Well Drilling
Contract No. 8315

TO: H. S. Coulter
Assistant State Highway Engineer

Herewith Form E-372 showing an expected authorization overrun of 36.8 percent on this contract. This is a negotiated contract with Casey Jones Well Drilling Company for drilling two wells under 7 bid items. It is the first part of an expansion of the area to be done under a future contract.

The work was set up for lump sum amounts for drilling each well up to 100 feet and with unit prices of $14.50 per foot for additional depth from 100 to 150 feet. At the first drilling site (southbound) drilling was carried to the contract limit of 150 feet and water was encountered just at the 150 ft. level. After reviewing well drilling experience in the area and with the advice of our Geology Section, it ~~is~~ was believed advisable to carry the drilling on deeper. It is now at 180 ft. with 12-15 gal./min. The second well (on northbound side) has also been drilled now and an estimated 40-60 g.p.m. found with a completed depth of 234 ft. Price Agreement No. 1 provides for the drilling below 150 ft. in two more increments. Further deepening is now planned back at the first well so the P.A. 1 amount of $3,900 will be mostly spent.

Several fractured zones have been encountered in both wells and it is anticipated that both wells will require perforated well liner. P.A. 2 provides for this at an estimated cost of $2,950 (if as much as 250 feet is lined in each well). Engineering on this additional work adds another $525, accumulating an increase of a possible $6,210.38. The well drilling is still underway, so this is only estimated. The request for additional authorization seems clearly necessary, however, so we are forwarding this at this time with the attached rough draft letter to the Transportation Commission.

We should consider whether this also has to go to the new Public Contract Review Board. Either of these price agreements exceeds 10 percent of the contract amount. P.A. 1, if it is fully utilized, is 30.6 percent and P.A. 2 is 19.2 percent. If fully utilized combined, they are 49.8 percent. In a precise or narrow sense, each covers work not contemplated, or covered, by the contract, namely deeper drilling and adding perforated liner, yet they are certainly the same kind of work and they obviously do not lend themselves towards performance by new or separate contract. Please advise if you wish us to prepare a submittal to the Public Contract Board.

JAB:fr
Att.
cc: Robert Church

RECEIVED
JAN 6 1976
Office of
Assistant State Highway Engineer

November 8, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Gettings Creek Safety Rest Area
Expansion

The proposal for expansion includes an item for drilling an additional well to assure an ample supply of water for the Rest Area.

Approval is requested to solicit bids rather than formally advertise for bids because of our past experience in not receiving response. We will use our standard interstate proposal form with all necessary assurances as required and award the contract through the Department of General Services after the bid quotes are approved by your office.

There have been times of a shortage of water during the summer months, and an additional well will alleviate this problem. Also, the location of the well and its available water output is necessary to design the water supply system for future expansion.

Your approval of well drilling as Phase One of the expansion is requested and eligibility of Interstate Funds for construction. The estimated cost is $7,000.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

REO:vmt js

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
R. E. Olson

October 20, 1975

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: L. W. Rullen
Project Management Engineer

SUBJECT: Getting Cr. Safety Rest Area
Project No. I-5-3(104)178

Tentative concurrence is requested in the award of contract for the subject project. Bids were solicited from 15 well drilling companies with two contractors submitting bids in the amounts of $12,756.00 and $17,708.00.

Our P.S.& E. estimate dated July 25, 1975, in the amount of $6,297.00, was made from 3-year old data and doesn't reflect prices of today. We received 10 bids for a well on project No. I-5-5(64)283, Baldock Safety Rest Area, on July 31, 1975. These bids, adjusted to the quantities and size of well of the subject project, are within $242.09 of this low bid, which we feel makes this a very reasonable bid. A revised estimate using the average of the 10 bids is attached.

Realizing the difficulty we have in getting well drillers to bid on our projects, we believe it is in the public interest to award the contract to Casey Jones Well Drilling Co., Inc., even if it is 2% over our latest revised estimate.

DAR:ek

cc: Bob Ellison
D. E. Swan

Oregon State Highway Division
Salem, Oregon, October 20, 1975

Federal-Aid Project
No. I-5-3(104)178

GETTINGS CREEK SAFETY REST AREA
PACIFIC HIGHWAY
LANE COUNTY

Revised Engineers Estimate

		Average Unit Prices From Baldock R.A. Project	
Drilling Wells, 0-100 feet deep	2 only	$2,731.00	$ 5,462.00
Drilling Wells, 100-150 feet deep	100 lin.ft.	21.03	2,103.00
Furnish and Install 8-inch Casing	200 lin.ft.	10.94	2,188.00
Well Development	30 hours	42.94	1,288.20
Pumping Tests	25 hours	60.90	1,522.50
Abandonment of Holes	1 only	600.00	600.00
Stand-by Time	24 hours	30.86	740.64
			$13,904.34
		* -10%	1,390.43
			$12,513.91

* Note: The well at the Baldock Rest Area is a 10-inch well and the well at Gettings Creek is to be an 8-inch well. Conversations with local drillers indicate that there is a 10% difference in cost between the two sizes.

(Title)

8315

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-119	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 11-17-75	STATE: Oregon COUNTY: Lane PROJECT NO.: I-5-3(104)178

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Gettings Creek SRA

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-19-75	0.00
OTHER *(Specify)*		

FUNDS: Pro rata 92.28%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 16,231.00	$ 14,977.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. Johnston
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
(Division Engineer)
For: G. L. GREEN

Date executed by Division Engineer _____

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, November 7, 1975

Federal Aid Project
No. I-5-3(104)178

Gettings Creek Safety Rest Area
Pacific Highway
Lane County

Project Agreement Estimate.

Type Code Y022
Well Drilling (Sta. 544)

Drilling Wells, 0-100 feet deep	2 only	2,890.00	$ 5,780.00
Drilling Wells, 100-150 feet deep	100 lin.ft.	14.50	1,450.00
Furnish and Install 8-inch Casing	200 lin.ft.	10.00	2,000.00
Well Development	30 hours	48.00	1,440.00
Pumping Tests	25 hours	26.00	650.00
Abandonment of Holes	1 only	500.00	500.00
Standby Time	24 hours	30.00	936.00
			$12,756.00

Anticipated Items

Well Screens	All Required	$ 500.00
Extra Well Development	All Required	500.00
Perforated Well Liner	All Required	500.00
Polyphosphate Treatment	All Required	500.00
		$ 2,000.00
	Subtotal	$14,756.00
	Engineering	1,475.00
	Total	$16,231.00

Length of Project 0.00 mile

Federal Funds	$14,977.00
State Funds	1,254.00
Total	$16,231.00

Group 1 100%

Contract No. 8315

Prefix No. 620-1072

8315

Salem
October 17, 1975

L. W. Rulien
Project Management Engineer

Alfred Shirley
Regional Engineer
Post Office Box 1128
Roseburg, OR 97470

Gettings Creek SRA
Well Construction Contract
Project No. I-5-3(104)178

Attention: Elliot Parker

Here are three copies of a proposed contract for your use in the final negotiations with Casey Jones Well Drilling Co., Inc. Bids were requested through the Department of General Services and received on September 29, 1975. The proposals that were sent out by the Department of General Services were incomplete in regard to Federal regulations; therefore, the Department of General Services part in this contract is being canceled and negotiations should be completed as per our conversation.

Also, here are three copies of Bidders Certification of Nondiscrimination in Employment and three copies of Sworn Statement which you should have signed (one copy each) and returned with the initialed copy of the contract. These extra copies (one for you and one for the contractor) are as per your request.

The initialing of the contract assures the State that the contractor will sign the official copy when it is returned to him by Cecil Head after his (in this case) negotiated bid has been approved by the Federal Highway Administration.

This procedure is somewhat out of the ordinary but we are trying to salvage the contractor's response rather than start all over again.

You can charge your time to Prefix 620-1963. It is our understanding that Ellis Jones will be the Resident Engineer on the contract.

DAR:bb
cc: G. L. Green, FHWA
C. G. Swenson
D. E. Swan
G. Winchcomb

8215

I-5

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 7, 1975

Salem, Oregon

FILE: Br. 9470A

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Mr. Gordon Winchcomb
Accounts Payable Supervisor

SUBJECT:
Water Supply Wells
Gettings Creek SRA
Lane Co.
FHWA File 1041 EC.2

This letter is to recommend acceptance of the low bid for well drilling received by General Services on September 29, 1975. The purchase request number is H 16405. Please take steps to process this request.

The amount of the low bid was $12,756.00 as compared to the engineers estimated bid of $6,297.00.

The engineer's estimate was low because our price data was out of date. Well drilling companies have increased prices over the last three years about 150%. A copy of our revised engineer's estimate is attached. This justifies the low bid received. I have received telephonic approval from Mr. Tom Lowe of the FHWA for the additional money required.

We have had a poor record getting well drilling companies to bid on our jobs. Most of our wells have been done lately under a negotiated contract by the field. I hope we can establish a better record in the future.

GJB/ag
2 encls.

cc Tom Lowe - FHWA w/2 encls.
A. Shirley - w/ 2 encls.
Ellis Jones w/ 2 encls.
L. W. Rulien w/ 2 encls.
J. H. Versteeg w/ 2 encls.

Encl # 2

Encl. No. 1

#2,

BID JUSTIFICATION
Revised Engineers Estimate

Prices shown where obtained from drilling companies, private individuals and the State Engineers Office.

Item 1	Drilling Wells 0-100 ft. deep 2 only @ $1,800 ea. =	$ 3,600
Item 2	Drilling Wells 100-150 ft. deep 100 lin. ft. x $18.00/ft. =	1,800
Item 3	Furnish and Install 8" casing 200 lin. ft. x $10.00/ft. =	2,000
Item 4	Well Development Work 30 hours @ $35.00/hr. =	1,050
Item 5	Pumping Tests 25 hours @ $35.00/hr. =	875
Item 6	Abandonment of holes 1 only @ $300/ea. =	300
Item 7	Standby Time 24 hours @ $30.00/hr. =	720
	For Comparison of Bids	$10,345
	Estimated Construction Authorization	
	Estimate Contract Amount	$12,756
	Anticipated Additional Items	
	Contingency Work (Well screens, Extra well development, perforated well liner)	2,000
		$14,756
	14 1/2% E & C	2,140
	Estimated Net Authorization, Const. -	$16,896

Encl #2

I, Ruth M. Jones Certify that on item #2, $14.50 was erased
Ruth Jones
before the bid was submitted.

and perform all work for the State project designated as "Well Drilling" to be performed on the grounds of Oregon State Hwy. Division, in strict accordance with the plans and specifications attached, on the basis of the unit and/or lump sum prices as follows:

Item No.	Item	Quantity and Unit	Unit Price	Amount
1.	Drilling Wells, 0-100 feet deep	2 only		
	For Twenty Eight Hundred Ninety & No	each	$ 2890.00	$ 5780.00
2.	Drilling Wells, 100-150 feet deep	100 lin.ft.		
	For Fourteen Dollars & fifty cents	per lin.ft.	RJ $ 14.50	$ 1450.00
3.	Furnish and Install 8-inch Casing	200 lin.ft.		
	For Ten Dollars & no cent	per lin.ft.	$ 10.00	$ 2000.00
4.	Well Development Work	30 hours		
	For Forty Fight Dollars	per hour	$ 48.00	$ 1440.00
5.	Pumping Tests	25 hours		
	For Twenty Six Dollars	per hour	$ 26.00	$ 650.00
6.	Abandonment of Holes	1 only		
	For Five Hundred Dollars	each	$ 500.00	$ 500.00
7.	Standby Time	24 only		
	For Thirty Nine Dollars (per hour)	each	$ 39.00	$ 936.00

NOTED
G. J. DALLAS

Total Amount of Bid $ 12,756.00

yes

Bid No. Y6-7084-75
Opening Date: 4:00 PM PDT 9-29-75

FORM OF PROPOSAL

The undersigned proposes to furnish all material, equipment, and labor, and perform all work for the State project designated as "Well Drilling" to be performed on the grounds of Oregon State Hwy. Division, in strict accordance with the plans and specifications attached, on the basis of the unit and/or lump sum prices as follows:

Item No.	Item	Quantity and Unit	Unit Price	Amount
1.	Drilling Wells, 0-100 feet deep	2 only		
	For Thirty two hundred dollars each		$ 3200.00	$ 6400.00
2.	Drilling Wells, 100-150 feet deep	100 lin.ft.		
	For Thirty two dollars per lin.ft.		$ 32.00	$ 3200.00
3.	Furnish and Install 8-inch Casing	200 lin.ft.		
	For Fourteen dollars & 40/100 per lin.ft.		$ 14.40	$ 2880.00
4.	Well Development Work	30 hours		
	For Sixty dollars per hour		$ 60.00	$ 1800.00
5.	Pumping Tests	25 hours		
	For ~~Eighty Dollars~~ per hour		$ 80.00	$ 2000.00
6.	Abandonment of Holes	1 only		
	For Six hundred dollars each		$ 600.00	$ 600.00
7.	Standby Time	24 only		
	For Thirty four dollars 50/100 each		$ 34.50	$ 828.00

Total Amount of Bid $ 17,708.00

-es

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-3(-)178
Gettings Creek Safety Rest Area

DATE: December 2, 1974

In reply refer to: 1041EC.2

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Reference is made to Mr. Versteeg's November 8 letter on the above subject. The need for an additional water well was recognized in the design for this rest area which we approved August 23, 1971, and therefore the construction of that well would be eligible for Interstate funds. However, any proposal for this work must meet the program requirements for that type of project including satisfaction of L-COG's June 30, 1971 provisional approval of the water supply system. Also justification would need to be furnished to support a finding that a deviation from the standard advertising and bidding procedures would be in the public interest.

G. L. Green

cc:
OSHD (Versteeg)

nts

RECEIVED
DEC 4 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8315

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

8-19-75

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5-3(104)178

STATE PROJECT NO.
Gettings Creek Safety Rest Area

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

COUNTY NAME
Lane

ITEM NO.
I-836

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
August 19, 1975	August 19, 1975	Interstate Route 5 / Pacific Highway Route 1

RECEIVED STATE HWY ENGR AUG 20 '75 REFER TO FOR Info Prves R/D DR Sign Act File

GENERAL LOCATION:
I-5, 3.3 miles north of Cottage Grove.

GENERAL DESCRIPTION OF WORK:
(Interstate) - Potable Water Well

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ OTHER (Specify)
Solicitation of Bids

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
My program approval memorandum of August 19, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's August 13, 1975 letter it has been determined to be in the public interest to solicit bids for the subject project. Certifying statements regarding right of way and utilities are accepted.

PS&E documents have been reviewed and are approved for a total estimated cost of $9,126.00 - federal funds $8,421.00.

8-21-75
ORIGINAL TO
L.W. Rulien
Wyatt.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-19-75	D R Burdwell for	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

August 13, 1975

TO: G. L. Green, Division Engineer
Federal Highway Administration

FROM: L. W. Rulien
Project Management Engineer

SUBJECT: Program and PS & E Data Submission
Project No. I-5-3(104)178

We are submitting program data for one project, Item No. 836, Project No. I-5-3(104)178, "Gettings Creek Safety Rest Area", which we desire to have included in the Federal-aid Interstate Highway Program.

We request authorization to solicit bids rather than formally advertise for bids because of our past experience of not receiving reponse to our advertising for well drilling projects. We will use our standard Interstate proposal form with all necessary assurances as required and award the contract through the Department of General Services after the bid quotes are approved by your office.

Enclosed is a copy of the PS & E estimate and specifications. The title sheet plan will be submitted with the project agreement.

Compliance with paragraph 16 of FHPM 6-4-1-6 has been met concerning product selection; the plans conform to paragraph 5 of FHPM 6-5-3-2 pertaining to floodplain data; the proposal contains a certification conforming to FHPM 6-4-1-1, in regard to nonsegregated facilities; the special provisions contain the latest requirements for equal employment opportunity as per FHPM 6-4-1-1.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe, and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status reports previously submitted. All right-of-way has been acquired in accordance with the current FHWA directives covering the acquisition of real property in accordance with FHPM 6-4-2-1.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. The statement is supported by previously submitted utility-railroad status reports.

In conformance with FHPM 6-4-2, subsection 1, paragraph 5j, a review of environmental impact and related statements covered in FHPM 7-7-2 have been made and environmental mitigating requirements have been incorporated in the design and specifications for the project.

DAR:dc
Enclosure

Budget Bureau No. 41-R2067; Ap

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-81)

8-13-75

U.S. DE

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
CARD 2	1	I-5, 3.3 mi. N. of Cottage Grove	ADT	18,500	30,000	95	10	Oregon

	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
CARD 3	Potable Water Well								I-	5-3

	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
CARD 4	Interstate	Lane	059

NAME OF URBAN AREA: ---

ROUTE NO. I | FEDERAL-AID I-5 | STATE 1 | U.S. I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE		I-5, 3.3 mi. N. of Cottage Grove					
5					ROW							
5					CONST (CODE) Y022		"Gettings Creek Safety Rest Area"	0.0	9,000	8,300	700	
							PROJECT TOTALS	0.0	9,000	8,300	700	

CARD 1 CODE 1 PREPARED BY

CARD 1 CODE 14 PROGRAM APPROVAL DATES

REMARKS

1. Additional Data: Item Nos. 137, 406, & 691; Project Nos. I-5-3(12), (68) &
2. Data for PR-37: ROW-1; ROW-F; Sanitary Facility-Y.
3. This project is in Congressional District No. 4

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

8-13-75

ON (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
. N. of Cottage Grove	ADT	18,500	30,000	95	10	Oregon	41	042	836

writer	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
								I-	5-3	(104)	178	

Interstate

COUNTY NAME: Lane — CODE: 059

ROUTE NO. I — FEDERAL-AID: I-5 — STATE: 1 — U.S.: I-5

PROGRAM STAGE: ____ 1 OR XXXX 2

STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	I-5, 3.3 mi. N. of Cottage Grove						Construct one or more 8" dia. wells, as required to obtain a min. total yield of 60 gpm of potable water and incidental work common to this type of project. (Stage const. for future expansion of rest area)
	"Gettings Creek Safety Rest Area"	0.0	9,000	8,300	700		ROW-250' normal; Access control-full; Parking restrictions-complete.
	PROJECT TOTALS	0.0	9,000	8,300	700		

REMARKS

1. Additional Data: Item Nos. 137, 406, & 691; Project Nos. I-5-3(12), (68) & (90) respectively.
2. Data for PR-37: ROW-1; ROW-F; Sanitary Facility-Y.
3. This project is in Congressional District No. 4

0.515

I-5

RECEIVED
JUL 14 1975

Requires Reply
Requires Approval
Return Keep
Do not File
Return To
Follow Up

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 10, 1975

BR 9470A

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Your File 1041EC.2

Dear Mr. Green:

Gettings Creek Safety Rest Area
Lane County
Water Supply

In response to your letter of December 2, 1974, we are sending two copies of the plans and specifications on water well construction at Gettings Creek Safety Rest Area.

One copy is for your files. Please return the other copy with your approval and/or comments. We are forwarding to the Lane Council of Governments' office the same copy of plans and specifications for their approval.

Justification for deviation from standard advertising and bidding procedures will be sent to you as soon as documentation can be made. In the past, well drillers hesitated to bid on jobs through the normal process. Therefore, it has become necessary to get bids through the General Services Division of the State of Oregon.

We are also enclosing a copy of the engineer's estimate.

Very truly yours,

ORIGNAL SIGNED
DUANE D. CHRISTENSEN
Walter J. Hart
Bridge Engineer

GJB:dh
Enclosures

cc J. H. Versteeg
C. G. Swenson
D. E. Swan
Roy Olson
Alfred Shirley
Ellis Jones

GETTINGS CREEK SAFETY REST AREA

WELLS

1.	Drilling Wells, 0-100 feet deep	2 only	$800.00	$1,600.00
2.	Drilling Wells, 100-150 feet deep	100 lin.ft.	10.00	1,000.00
3.	Furnish and Install 8-inch Casing	200 lin.ft.	9.00	1,800.00
4.	Well Development Work	30 hours	18.00	540.00
5.	Pumping Tests	25 hours	25.00	625.00
6.	Abandonment of Holes	1 only	300.00	300.00
7.	Stanby Time	24 only	18.00	432.00
			For Comparison of Bids	$6,297.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$6,297.00
Anticipated Additional Items:	
Contingency Work (Well Screens, Extra Well Development, Perforated Well Liner)	2,000.00
	$8,297.00
14-1/2% Engineering & Contingencies	1,203.07
Estimated Net Authorization, Const.	$9,500.07

DESCRIPTION OF WORK

Wells
Gettings Creek Safety Rest Area
Pacific Highway
Lane County

IDENTIFICATION OF APPLICABLE SPECIAL PROVISIONS

The Special Provisions applicable to the above-described work, as it is to be bid upon at the time and place above stated, are those in which both the description of the work and the stated time and place of receiving proposals are the same as stated above.

Contractors are cautioned against basing their proposals on Special Provisions bearing any different description or date.

COMPLETION TIME LIMIT

The work to be done under the contract shall be completed before the elapse of 60 calendar days.

APPLICABLE STANDARD SPECIFICATIONS

The Standard Specifications which are applicable to the work on this project are the 1974 edition of the "Standard Specifications for Highway Construction".

All number reference in these special provisions shall be understood to refer to the Section or subsection of the Standard Specifications bearing like numbers.

Where there is a conflict between the General Provisions of Part 100 and those of the Department of General Services, the provisions of the Department of General Services shall take precedence.

SPECIAL PROVISIONS

Gettings Creek Safety Rest Area
Wells

WORK TO BE DONE

The work to be done under this contract consists of the following work at Gettings Creek Safety Rest Area on the Pacific Highway in Lane County approximately 5 miles north of Cottage Grove:

1. Develop a supply of potable well water of 60 gpm minimum by drilling one or more wells.

2. Performance of such additional and incidental work as is called for by the specifications and plans.

SECTION 102 - BIDDING REQUIREMENTS AND CONDITIONS

102.19 Plans - The plans which are applicable to the work to be performed under this contract bear title and date as follows:

"Oregon State Highway Division
Bridge Section
Gettings Creek Safety Rest Area
Pacific Highway
Lane County
Well Construction"

CONSTRUCT WELLS

Work to be Done

The contractor shall construct, develop and test one or more water wells as required to obtain a minimum total yield of 60 gpm.

Gettings Creek Safety Rest Area
Wells

Locations

Possible areas for well exploration test holes and well construction work are indicated on the plans and designated as "area 'A'" and "area 'B'", with each possible drilling point numerically identified in the field by stakes. Generally work at drilling points shall be in the numerical order indicated by the plans and as staked in the field.

The first priority in the drilling work shall take place in area "A" westerly of the rest area. It shall be understood that drilling shall be done only at the points designated by the engineer and may possibly include additional drilling points not shown on the plans.

It is not guaranteed that drilling will be done in drilling area "B" nor that drilling will take place at both drilling points in area "A" shown on the plans. It is possible that test results at drilling point #1 in area "A" may call for revised locations for other designated drilling points within the area.

Conditions at the Site

This is a difficult area for obtaining good yielding wells. Geophysical exploration of the subsurface formations has been completed to select the prospective well drilling points shown on the plans, at locations which may penetrate the most permeable zones of the underlying formations.

The combined thickness of the valley fill materials together with the weathered bedrock zones range between the approximate limits of 5 to 50 feet. It is possible but not guaranteed that valley fill water-bearing formations of sand, sand and gravel or volcanic ash may be found.

Well logs of the vicinity indicate that bedrock materials may consist of either or both sedimentary rock strata and basalt. Based on the best available information it is anticipated that some of the bedrock formations, within the valley floor area, at less than 150 feet depth may have water-bearing strata. There is usually no water yield from the basalt rock within these valley floor areas.

The entire valley floor region is underlaid with a blue submarine shale which may have some water yield at its surface but usually none below a penetration depth of 10 or 20 feet.

Gettings Creek Safety Rest Area
Wells

Further information concerning geological formations, groundwater conditions and information from well logs may be obtained from the State Engineer.

Laws and Regulations

All drilling and well construction work shall be carried out in a manner to safeguard the underlying water-bearing formations from surface water pollution, as set forth in the following publications:

1. State of Oregon rules and regulations of the State Engineer prescribing "General Standards for the Construction and Maintenance of Water Wells in Oregon".

2. "Oregon Ground Water Laws".

Latest copies of these publications may be obtained from the State Engineer, 1178 Chemeketa Street N.E., Salem, Oregon 97310.

Other regulations pertaining to well construction are covered in "Guidelines for Minimum Requirements" by the State of Oregon Health Division publication titled "Community and Public Water Supply Source, December 1973".

Well Drilling License

The contractor shall have a valid license to construct water wells in the State of Oregon. He shall register his license number and the expiration date with the Highway Commission Secretary at time of signing the contract.

The drill rig operator with a valid State of Oregon machine operator's license shall be in charge of operations during all drilling and well work. Machine operators shall not be changed without prior knowledge of the engineer. All machine operators in charge of well construction operations shall present their machine operator's license to the engineer for recording of name, license number and expiration date.

General Details

In the performance of the work called for under these provisions, the contractor shall conform to the following:

Gettings Creek Safety Rest Area
Wells

Only those trees, shrubs or ground covers which it is absolutely necessary to remove for constructing the well shall be disturbed. All other trees, shrubs, ground covers and grass areas shall be protected from damage.

At the conclusion of the work the contractor shall remove from the limits of the project all debris resulting from his drilling operations and shall leave the area in a neat and orderly condition.

General Description of Well Construction

The completed well or wells shall have a minimum diameter of 8 inches.

It is anticipated that the type of well construction normally required for these sites will involve either a partially cased hole together with an open rock hole or a fully cased hole with perforated casing. However, some conditions may require the well to be additionally equipped with a well screen or a well liner as described herein under the title heading "Contingency Work".

Normally the maximum well depth shall be limited to 150 feet unless additional drilling depth is ordered in writing by the engineer. Also no hole depth shall penetrate more than 20 feet into any submarine shale formations that may be encountered.

Contingency Work

Possible contingency work that may be involved in the well construction work is set forth under the headings "Well Screens", "Extra Well Development" and "Perforated Well Liner".

In the event that any of the above categories of work are required, payment therefor will be on an extra work basis as set forth in subsection 104.04.

Well Screens - In the event that useful water-bearing zones are encountered in "sandy" types of formations, it likely will be necessary to install an approved well screen.

Slot size selection of any well screen shall be based upon a proper sieve analysis, of the appropriate and applicable formation samples, by an

authorized agency of the well screen manufacturer. Also a sieve analysis on a similar sample will be run by the Highway Division Testing Laboratory.

Before any well screen is installed the engineer shall receive a written report, from an authorized representative and agency of the well screen manufacturer, concerning the screen materials, slot sizes and other pertinent data.

The type of well screen and the methods of installing shall be in accordance with practices recommended by the well screen manufacturer.

Any well screen installed shall be a continuous slot type of non-clogging design. The slot openings shall be full V-shaped, streamlined design expanding open inwardly and designed to allow complete release of any sand grains which pass by the outermost face of the slot opening. Materials of the screen slots and structural members shall be Type 304 stainless steel. Approved lead packers, self-sealing packers, etc., for connection and sealing to the well casing shall be appropriate for the selected well screen installation procedures in accordance with the screen manufacturer's recommendations.

The selected well screen shall be a "Johnson" or approved equal. All well screens shall be of the same brand.

The development equipment and the methods employed shall not damage the well screens.

Payment for all well screen work together with idle time and delays in operations caused by awaiting delivery of the well screen will be paid for on an extra work basis.

Extra Well Development - In the event that "dirty" formations in water-bearing zones are difficult to develop and surge clean the engineer may require additional well development work in conjunction with polyphosphate treatment.

The volume of each polyphosphate treatment batch shall be not less than 100 gallons of solution, or any greater volume as may be selected by the engineer. The solution shall be made up by dissolving not less than one pound of dry polyphosphate powder into each two gallons of clean potable water. The treatment batch shall be point-released in the hole directly adjacent to the water-bearing zones. Placing of the batch shall be by a drop pipe, bailer or other means approved by the engineer. After treatment is applied the well shall be lightly surged for 30 minutes and then remain inactive for a minimum period of 12 hours before development work is continued.

Payment for this work, together with any idle time caused by unusual delays in receiving polyphosphate materials, will be paid for on an extra work basis.

Perforated Well Liner - Depending upon the results of the pumping test of the approved well, together with the evaluation of any caving conditions in an open rock hole, the engineer may require the installation of a perforated well liner.

The well liner shall be straight and fabricated from 6-5/8-inch (O.D.) black steel plain end pipe with a minimum wall thickness of 0.188 inch and weighing 12.89 pounds per linear foot. Pipe sections of the liner shall be welded for the full circumference of the pipe.

Slots shall be torch-cut where required on the liner, adjacent to water-bearing zones, and the slot width shall be 1/2 inch and the length shall be no more than 6 inches. Slots shall be spaced no closer than 4 inches to each other at any point. Slots may be oriented either longitudinally or radially with respect to the liner length. Liner slots shall normally be placed in the area of the water-bearing zones and shall have an open area not less than the equivalent of 4 square inches for each gallon of estimated water yield from the respective water-bearing zones.

The liner shall be installed to be free standing from the bottom of the well and projecting approximately 10 feet up into the well casing.

Payment for perforated well liners in place as may be required will be paid for on an extra work basis.

Records

The contractor shall furnish to the engineer certain records of drilling activities. The records to be furnished shall be a copy of the water well report for each hole drilled and a properly identified log of the water discharge from each hole during drilling operations.

Performance of the Work

Drilling - Drilling may be done either by cable tool or rotary drilling methods. Water used in drilling operations shall be from a potable source and shall be sterilized. The drill hole shall be protected against contamination.

Gettings Creek Safety Rest Area
Wells

Generally each test hole and completed well shall be limited to 150 feet or less depth as called for hereinbefore under the title headings "Conditions at the Site" and "General Description of the Well Construction".

A record shall be maintained of the estimated quantities of water encountered at various depths during drilling operations.

Hole Log Formation Samples - Except as otherwise specified herein, starting at the 25-foot depth samples shall be taken at a maximum of 10-foot intervals or at every change in formation, whichever is the lesser distance. Except for sandy-type or granular formations, samples shall be approximately one quart in size collected in appropriate containers and shall be clearly identified and labeled as to a designated drill hole and depth.

Samples of sand, sand and gravel, sandy or other permeable-type formations, etc., shall be a minimum of four quarts in size and collected at intervals of not more than three feet throughout the thickness of the formation. The samples shall be carefully collected and remain uncontaminated in substantial containers and clearly identified and labeled for future reference and possible transport to testing laboratories.

(To the Engineer - Before the samples are disposed of, the engineer will have the samples classified by a geologist and will have a hole log formation data sheet made of each well hole for inclusion in the records.)

Alignment and Plumbness - Alignment and plumbness of each well shall be maintained in good order at all times. Each completed well hole shall be straight enough for the installation of a well liner.

Casing - Casing remaining as a permanent part of the well shall be 8-inch black steel "API plain end line pipe" free from pits or breaks and with a normal average wall thickness of 0.25 inch and weighing approximately 22.36 pounds per linear foot. Sections of the casing shall be joined with leak-proof welded joints as called for by the State Engineer in Article "71-004, Casing Joints" of the General Standards for the Construction and Maintenance of Water Wells in Oregon, June 11, 1962.

The casing shall be fitted with a standard commercial driving shoe and shall be driven into position without wrinkling, kinking or developing out-of-roundness. Sealing of the well casing shall be carried out in accordance with the "rules and regulations" of the State Engineer.

Well Development - Well development work shall be consistent with the best practices of the industry. Development shall utilize the fullest practical capabilities of the selected water-bearing zones.

As described herein previously, the engineer may require a polyphosphate treatment of the well water-bearing zones in conjunction with well development work. After placement of the polyphosphate solution the well shall be lightly surged, preferably with a surge block, throughout the full depth of the treatment zone. The surging shall continue for not more than one hour for each 100 feet or fraction thereof for the treated zone. As previously outlined under "well treatment", the well shall remain inactive for a minimum of 12 hours before continuing well development work.

The contractor shall not do development or treatment work unless the engineer or his representative is present at the site. The contractor shall notify the engineer 24 hours prior to the commencement of this work.

Each approved well shall be developed to a sand-free condition.

Pumping Tests - Pumping tests for water yield and drawdown, together with well recovery readings, shall be done in the presence of the engineer or his authorized representative. A bailing test will not be satisfactory.

The well shall be permitted to remain idle a minimum of 12 hours prior to the pumping test.

Unless otherwise directed by the engineer the testing pump intake shall be set at the lower edge of the bottommost water-bearing zone. The testing pump shall have the ability to pump 80 gpm with the pumping level drawn down to the pump. Throughout the tests the pump shall have its flow regulated by an approved globe throttling valve. A gate-type shuff-off valve will not be acceptable. All equipment shall be in good serviceable condition and placed in good working order prior to the test.

Before start of the pumping test, equipment for readily and accurately measuring the water surface drawdown shall be installed and put into operation by the contractor. The approved measuring methods shall be either by air-line or by electrical logging tape.

All equipment shall be satisfactorily maintained and serviced in order to prevent any malfunction of equipment and prevent any interruption of operations during the tests.

The approximate length of each pumping test will be determined by the yield rate range and the final maximum pumping rate from each well hole at the tabulated pumping ranges as follows:

Pumping or Yield Range, GPM	Approx. Test Duration, Hrs.
10-30	4
30-60	6
60-100	10

Pumping Test Procedure - The pumping test shall be conducted in the following manner:

(a) The natural static water level shall be recorded at start of the test.

(b) The pumping test rate shall be started at approximately 2/3 of the estimated well yield or 6 gpm, whichever is the greater. Should the yield appear to prove much greater than the initial pumping rate, the test shall be completed by "step down" phases as called for in paragraph (f) herein.

(c) As nearly as is practical, the pumping rate shall be kept uniform throughout each phase of the test. Pumping operations shall be continuous without interruption from phase to phase throughout the test.

(d) The water temperature shall be taken and recorded at the beginning, at midpoint and at end of each pumping test. The recorded data shall be clock time on the field test data sheet.

(e) Water samples, from completed and approved wells, will be collected by the engineer in approved containers and in an approved procedure, for bacteriological analysis and mineralogical analysis. Samples shall be taken at approximately midpoint and at the end of the pumping test on each approved well.

(f) Periodically, and at predetermined time intervals, readings and recordings of the water level readings and the pump flow in each phase of the test shall be made as follows:

1. For the first 5 minutes of each test phase, readings shall be taken at 1-minute intervals.

2. For the next 10 minutes of the test phase, readings shall be taken at 2-minute intervals.

3. For the remainder of the first hour of a test phase, the readings shall be made at 5-minute intervals.

4. After the first hour of each test phase, readings shall be made at 15-minute intervals.

When the following conditions exist simultaneously, the test shall be conducted and completed by "step down" phases:

1. The initial pumping rate shall have been in effect a minimum of 1 hour and the pumping level of the water surface shall have stabilized and remained essentially static for a minimum of 1/2 hour.

2. The stabilized position of the pumping water level shall leave a remaining minimum 30% of the original water depth above the bottommost water-bearing zone.

3. If criteria of items 1 and 2 are satisfied, the test shall be concluded as a "step down" phased test, by increasing the pumping rate or rates as required.

The maximum percentage increase in the pumping rate for each succeeding "step down" phase of the test shall be equal to the percentage of the original water depth remaining in the well above the well screen. The maximum required test pumping rate will be 80 gpm.

The pumping rate shall be limited so as to avoid pumping the well dry during the test.

(g) When the pumping is stopped, the water level shall be promptly recorded and the water level recovery readings shall be made for a minimum period of 2 hours in the following manner:

1. First 5 minutes, readings at 1-minute intervals.

2. For the next 10 minutes, readings at 2-minute intervals.

3. At 5-minute intervals for the remainder of the hour.

4. At 15-minute intervals for the second hour.

5. A final "recovery" reading shall be made approximately 18 to 24 hours after the end of the test.

Pumping rates during the test shall be as determined by the engineer.

Water pumped shall not be permitted to recirculate through the well, but shall be drained away.

Abandonment of Holes

Where drill test holes have a yield of less than 10 gpm, and after other suitable well sources have been developed, the engineer may order the holes abandoned. The contractor shall fill the entire hole depth in accordance with the "General Standards for the Construction and Maintenance of Water Wells" in Oregon. This work shall also include the removal of not less than the top 25 feet of any well casing, which shall become the property of the contractor.

Standby Time

Standby time shall apply only to such instances when the operations are delayed or stopped on the written order of the engineer. As an example, the time lost as the result of the engineer ordering a suspension of operations, while decision is being made as to the feasibility of continuing further work on the well, would be a valid claim for standby time.

Standby time shall not apply to incidental interruptions in the work nor to the delays necessary in carrying out certain essential parts of the work.

Gettings Creek Safety Rest Area
Wells

Measurement and Payment

Payment for all labor, materials, equipment, tests, etc., required for all drilling, well construction work and tests as specified will be paid for at the contract unit prices for the following items:

Item Reference	Item	Unit
(a)	Drilling Wells 0-100 feet deep	Each
(b)	Drilling Wells 100-150 feet deep	Linear Foot
(c)	Furnish and Install 8-inch Casing	Linear Foot
(d)	Well Development Work	Hour
(e)	Pumping Tests	Hour
(f)	Abandonment of Holes	Each
(g)	Standby Time	Hour

Payment for Item (a) above at the contract lump sum price will be made for each well drilled to 100-foot depth or less.

Payment for Item (b) above will be made at the contract unit price per linear foot for each foot drilled within the range of 100 to 150 feet for each well.

Payment for Item (c) above will be made at the contract unit price per linear foot of casing incorporated in each well as specified. This payment shall also include payment for all work required in setting, sealing and capping the casing.

Payment for Item (d) above shall be for the actual hours of development work required or authorized by the engineer.

Payment for Item (e) above shall be the actual hours of supervised pumping tests.

Payment for Item (f) above shall be full payment for all well holes which the engineer orders abandoned as specified herein.

Payment for Item (g) above shall be for a certain number of hours of time which may be lost in the drilling operations, as described hereinbefore under the heading "Standby Time".

Gettings Creek Safety Rest Area
Wells

BID SCHEDULE

Item No.	Item	Quantity and Unit	Unit Price	Amount
1.	Drilling Wells, 0-100 feet deep For _____	2 only each	$____	$_____
2.	Drilling Wells, 100-150 feet deep For _____	100 lin.ft. per lin.ft.	$____	$_____
3.	Furnish and Install 8-inch Casing For _____	200 lin.ft. per lin.ft.	$____	$_____
4.	Well Development Work For _____	30 hours per hour	$____	$_____
5.	Pumping Tests For _____	25 hours per hour	$____	$_____
6.	Abandonment of Holes For _____	1 only each	$____	$_____
7.	Standby Time For _____	24 only each	$____	$_____

Total Amount of Bid $_____

2215

I-5

F : Br. 9470A

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 10, 1975

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

Lane Council of Governments
135 East 6th Street
Eugene, Oregon

Attention Ronard Ted Schaadt

Dear Mr. Schaadt:

1041 Ec.2
Gettings Creek Safety Rest Area
Lane Co.
Water Supply

I refer to your letter of June 30, 1971 regarding expansion plans for the Gettings Creek Safety Rest Area on I-5 in Lane County.

Plans are to develop the project in two stages.

The first stage will be drilling an additional well and pump test to assure ample water for the expansion. We are investigating the possibility of sewage disposal by installation of a sewer line and connecting to the City of Cottage Grove sewage disposal plant.

The next stage will be completion of the expansion with additional parking areas and sanitary facilities.

Attached are two copies of the plans and specifications for a well drilling contract to be let as soon as possible. Your approval is requested for this stage of development. Keep one copy for your files and return the other copy.

Additional plans will be furnished for the water system and sewer line as soon as plans are completed.

Very truly yours,

ORIGNAL SIGNED
DUANE O. CHRISTENSEN
for Walter J. Hart
Bridge Engineer

GJB/ag
Encls.

cc J. Versteeg
D. E. Swan
R. W. Ellison
C. G. Swenson
R. Olson
A. Shirley
E. Jones
Federal Highway Administration

½ ✓

Scale 0 50 100 200 Feet 500

AREA "B"

Drilling test site #2

Drilling test site #1

Proposed R/W Line

Proposed Rest Area Expansion

Prop Toilet Bldg

Exist. Toilet Bldg

Existing Disposal Field

NORTHBOUND UNIT

HIGHWAY

SOUTHBOUND

Exist. Well

Exist. Pump House

Proposed Rest Area Expansion

Prop. Sanitary Dump Station

Proposed R/W Line

EA "A"

Drilling test site #1 (Alternate)

ADVANCE PLANS
JUL 10 1975
DO NOT USE FOR CONSTRUCTION

APPROVED Walter J. Hart
BRIDGE ENGINEER

DESIGNED R.F. Knapp
DRAWN K. Ettestad
CHECKED
REVIEWED GJB
REVIEWED RWB
CALC. BOOK

DATE	REVISION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

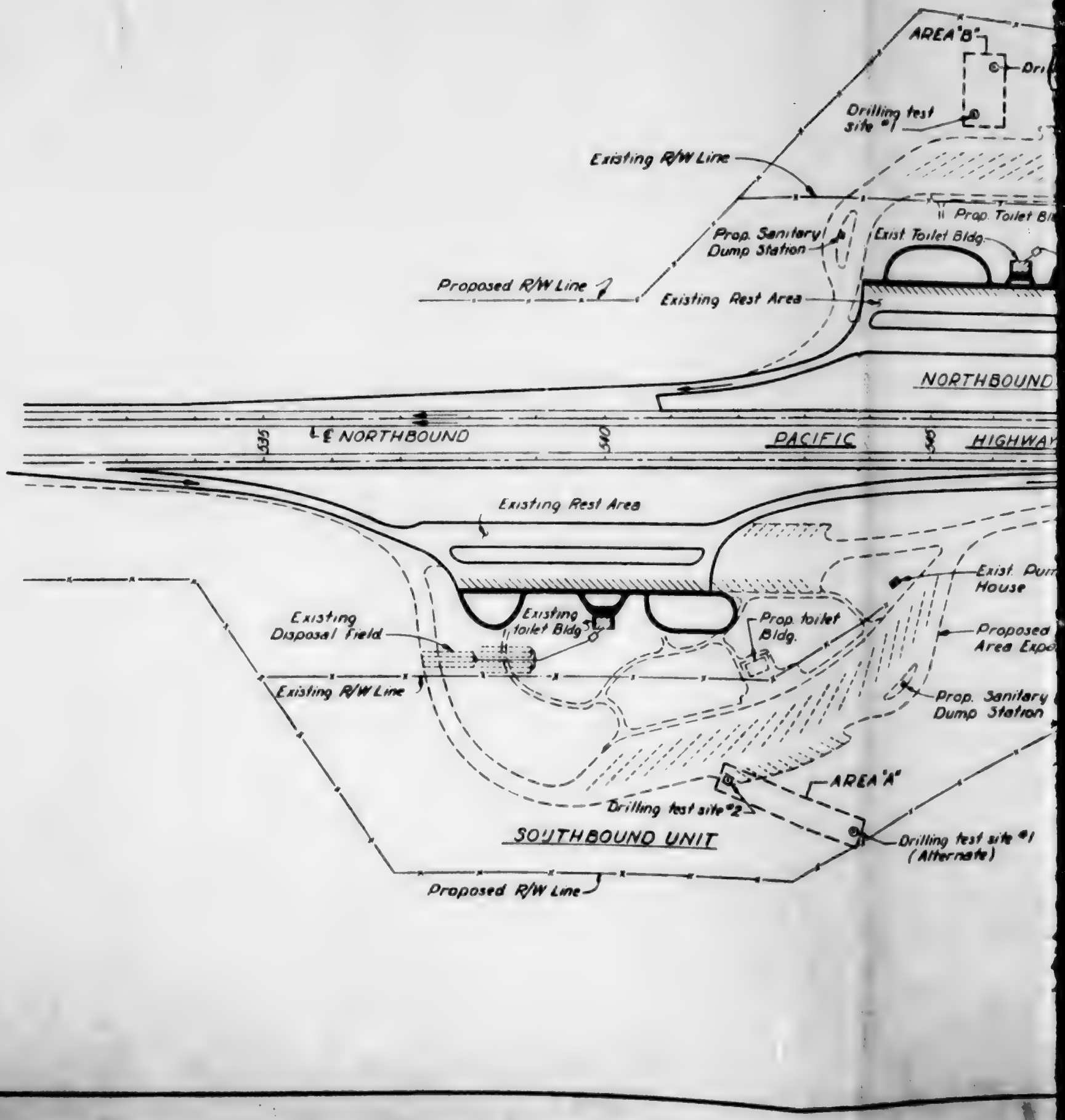
GETTINGS CREEK SAFETY REST AREA

PACIFIC HIGHWAY
LANE COUNTY

WELL CONSTRUCTION

DATE JULY '75
BRIDGE NO. 9170 A

SHEET 1 OF 1
DRAWING NO. 30766


AREA "B"
Drilling test site #1
Existing R/W Line
Prop. Toilet Bldg.
Prop. Sanitary Dump Station
Exist. Toilet Bldg.
Proposed R/W Line
Existing Rest Area
NORTHBOUND
535
℄ NORTHBOUND
540
PACIFIC
545
HIGHWAY
Existing Rest Area
Exist. Pump House
Existing Disposal Field
Existing toilet Bldg.
Prop. toilet Bldg.
Proposed Area Expo
Existing R/W Line
Prop. Sanitary Dump Station
AREA "A"
Drilling test site #2
SOUTHBOUND UNIT
Drilling test site #1 (Alternate)
Proposed R/W Line

I-5

Salem, Oregon
July 9, 1975

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

Roy E. Olson
Landscape Engineer

Rest Area Expansion
Cabin Creek
Cow Creek
Gettings Creek

There are two things that are of concern to those people responsible for rest area construction and maintenance (1) that the natural or existing trees etc. are given enough consideration in the placement of parking areas, building location, walkways, lawns and irrigation systems and (2) that the shrub beds are too large and the lawn too expansive, requiring further commitment of maintenance funds.

Please get the proposed parking areas and building location staked and evaluate the impacts before final plans are completed. The Region Engineer will give you the necessary assistance in getting the field work done and will want to be involved in the on-site review of the proposals.

REFERRED TO

	Board		Reed
2	Cole WEC		Sample
1	Eriksen JE		Watson
	Hager		Wolfe

Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

JHV:we
cc: Alfred Shirley
Jack McCormick
William Anhorn
D. H. Moehring

	Versteeg		Requires Reply ☐
1	A. Olson	RECEIVED	Requires Approval ☐
2	Terpin		Receiver Keep ☐
	Scott	JUL 01375	Do not File ☐
	Swenson		Return To
	R. Olson	ROAD DESIGN SECTION	Bring Up / /
	Trout		Other

8315 7-3-75 I-5

Lane Council of Governments
135 East 6th Street
Eugene Oregon

Subject: Cottage Grove
Safety Rest Area Expansion

Attention Renard Ted Schmidt

I refer to your letter of June 30, 1971 regarding expansion plans for the Cottage Grove Safety Rest Area on I5 in Lane County.

Plans are to develop the project in two-stages.

The first stage will be drilling an additional well and pump test to assure ample water ample water for the expansion. We are investigating of installation of a sewer line and connect to the city of Cottage Grove sewage disposal plant.

The next stage will be completion of the expansion with additional parking areas and additional facilities.

Attached are plans for a well drilling contract to be let as soon as possible. Your approval is requested for this stage of development.

Additional plans will be furnished for the water system and sewer line as soon as plans are completed.

Copies to Bud Shirley
Kip Ellis

FORM 81.734.3030

I5

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 24, 1975

FILE:

FROM: A. D. Olson
Preliminary Design Engineer

TO: Walter J. Hart
Bridge Engineer

SUBJECT: Sewer Designs (I-5)

Data has been provided to your people on the sanitary sewer lines required from the Siskiyou Rest Area to Ashland, the Cabin Creek Rest Area to Oakland and from Gettings Creek Rest Area to Cottage Grove. The first two projects are on the schedule for May 22 and June 19, respectively. The Gettings Creek project is not currently scheduled (pending results of well drilling for additional water I assume); however, it would be appropriate to build the sewer line as soon as possible.

In each instance base plans need to be made at an early stage so that agreements may be made with the appropriate city.

My understanding is that your people will review the field plan and get the base data to Final Design so that plan sheets can be prepared while your detailed study and designs are being completed. Hopefully, this or some other arrangement will get these projects to a stage where agreements can be reached with the cities, preliminary approvals from D.E.Q., and whatever else is necessary prior to advertising the job.

If you have any questions please contact me.

ADO:we
cc: Alfred Shirley
Roy E. Olson

I-5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

EUGENE, OREGON

DATE 1-2-75 ~~Dec. 26, 1974~~

TO Alfred Shirley, Jr.
Region Engineer Attn: J.X. Wilson

FROM Ellis R. Jones
Resident Engineer

SUBJECT Getting Creek Safety Rest Area
Sewer Line

Please find enclosed plan and profile as requested. Also enclosed are plans (4 sheets) showing the City of Cottage Grove sewer lines and field notes with locations of utility holes in structures.

The red line on plan sheets is the suggested location of the 1½-inch high pressure sewer line. This location is in the existing right shoulder south bound lanes and with slight alignment adjustments will fit the existing utility holes in structures.

The proposal to place the sewer line in the right shoulder is based on the uncertainties of the proposed safety project improvements thru this area and proposed changes at the Saginaw Interchange.

Sewer lines thru structure utility holes could be subject to freezing and insulation of some kind should be considered for those locations.

WHN/jc

cc: file

1975

1-2-75
CC: Roy Olson - This is info. you requested. If something more is needed, let me know.
J.H. Versteeg

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

December 18, 1974

Salem, Oregon

FILE: Br. 9551D
9470A

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Memorandum to the File

SUBJECT:

Cabin Creek Safety Rest Area
Gettings Creek Safety Rest Area
Sewage Disposal

Today I called Bud Shirley, Region 3 Engineer, regarding sewage disposal for the subject safety rest areas.

His people are negotiating with the cities of Oakland and Ashland in an attempt to obtain agreements whereby the State will be allowed to pump sewage effluent from the safety rest areas into the sewer system of the appropriate city.

It is Bud Shirley's opinion that favorable negotiations have progressed sufficiently with both cities to warrant our proceeding with the designs necessary to pump sewage effluent into the appropriate city's system. The Region office will complete negotiations and execute required agreements with the cities as soon as possible.

RWE/ag

cc E. S. Hunter
H. S. Coulter
A. Shirley
C. T. Keasey
G. J. Ballard
D. H. Moehring

DEC 1 1 1974

Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

9315

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 2, 1974

In reply refer to: 1041EC.2

SUBJECT: Oregon Project I-5-3(-)178
Gettings Creek Safety Rest Area

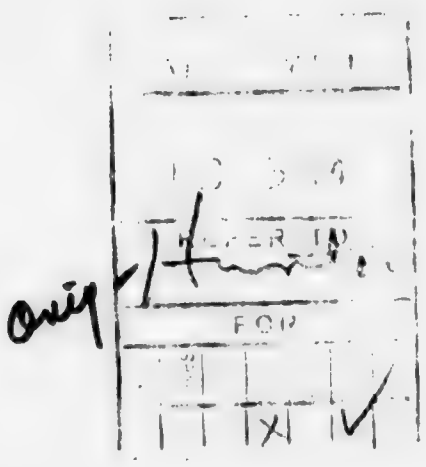
FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Reference is made to Mr. Versteeg's November 8 letter on the above subject. The need for an additional water well was recognized in the design for this rest area which we approved August 23, 1971, and therefore the construction of that well would be eligible for Interstate funds. However, any proposal for this work must meet the program requirements for that type of project including satisfaction of L-COG's June 30, 1971 provisional approval of the water supply system. Also justification would need to be furnished to support a finding that a deviation from the standard advertising and bidding procedures would be in the public interest.

G. L. Green

cc:
OSHD (Versteeg)



Study Report
Gettings Creek Safety Rest Area
Expansion

The safety rest area is located on Pacific Highway I-5 in Lane County, Mile Post 140.2 which is three miles north of Cottage Grove.

The project is an expansion of the rest area to provide ample facilities for the enjoyment and safety of the traveling public. Additional property is required for the expansion.

There are no buildings or other occupants involved, therefore, no relocation requirements.

In conformance with Federal Regulations and State Statutes, the State Highway Commission published a notice appearing in the appropriate newspaper in the vicinity for two successive weeks.

The notice contained information asking that requests for a hearing be directed to the Lane County Board of Commissioners, Eugene. The deadline for the request was set for Friday, June 11, 1971.

A letter dated June 22, 1971, from Jess Hill, Chairman of the Lane County Board of Commissioners, advised that they had received no requests for a corridor-design hearing on Gettings Creek Safety Rest Area Expansion.

I-5

Lane Council of Governments
135 East 6th Street
Eugene Oregon

Subject: Cottings Creek
Safety Rest Area Expansion

Attention Renard Ted Schandt

I refer to your letter of June 30, 1971 regarding expansion plans for the Cottings Creek Safety Rest Area on I5 in Lane County.

Plans are to develop the project in two stages.

The first stage will be drilling an additional well and pump test to assure ample water ample water for the expansion. We are investigating of installation of a sewer line and connect to the City of Cottage Grove sewage disposal plant.

The next stage will be completion of the expansion with additional parking areas and additional facilities.

Attached are plans for a well drilling contract to be let as soon as possible. Your approval is requested for this stage of development.

Additional plans will be furnished for the water system and sewer line as soon as Plans are completed.

Copies to Bud Shirley
RW Ellis - Bridge
V. Ivan

November 8, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Gettings Creek Safety Rest Area
Expansion

The proposal for expansion includes an item for drilling an additional well to assure an ample supply of water for the Rest Area.

Approval is requested to solicit bids rather than formally advertise for bids because of our past experience in not receiving response. We will use our standard interstate proposal form with all necessary assurances as required and award the contract through the Department of General Services after the bid quotes are approved by your office.

There have been times of a shortage of water during the summer months, and an additional well will alleviate this problem. Also, the location of the well and its available water output is necessary to design the water supply system for future expansion.

Your approval of well drilling as Phase One of the expansion is requested and eligibility of Interstate Funds for construction. The estimated cost is $7,000.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

REO:vmt js

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
R. E. Olson

I-5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon

DATE October 10, 1974

TO Alfred Shirley
Region III Engineer

FROM Ellis H. Jones
Resident Engineer

SUBJECT Location
Gettings Creek Rest Area

Please find enclosed two (2) plan sheets and profile notes for the gutter lines in the existing parking area for the subject project.

Frank Terpin's letter also requested that tree locations be tied down to the proposed alignment, both inside the existing R/W and within the expanded R/W. The trees as shown within the existing R/W are as plotted.

We were unable to obtain the needed information on the trees outside the boundaries of the existing R/W. The property owner was contacted for permission to make the necessary survey. He felt that under the circumstances he would rather not permit access to the property.

It should be noted that a number of the trees which are shown in the new R/W areas are being cut down.

REFERRED TO

WEE	Cole	Reed	
	Eriksen	Sample	
	Hager	Watson	
Return	☐	Forward	☐
Discuss	☐	File	☐

BY FINAL DESIGN ENGINEER

ROSEBURG REGION
RECEIVED
OCT - 81974

				TE
			FILE	
NV		RBI		

10-10-74
CC: Frank Terpin — We hope this supplies enough info. for your purposes.

Plans & Notes retained in Design Room
WEE
10/14/74

6.31-F

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Gettings Creek S.R.A.
Highway: Pacific (FAR 3)
County: Lane
Prefix: 620-1943

Res. Engr. _____
Approx. Length _____
Sta. _____ to Sta. _____
Date September 4, 1974

Mean Truck A.D.T. 210
Traffic Coefficient 8.7
18 kip s. a. per day 95.8

Annual Precipitation 42"± (Eugene)
Frost Penetration - - - -
CBE Total Requirement 28.0"

(1)

Typical Soil

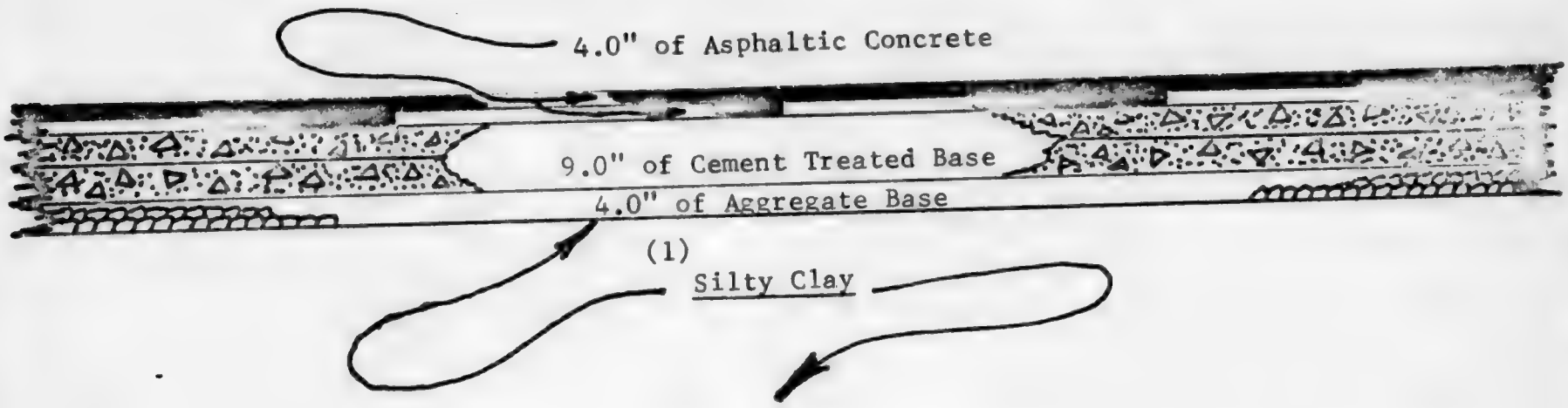
38 LL
13 PI
97 %P 10
71 %P 200
3 % Gravel
8 % C Sand
18 % F Sand
40 % Silt
31 % Clay
10 R Value
A-6 AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
8.0	4.0	A.C.
16.0	9.0	C.T.B.
4.0	4.0	A.B.
28.0	17.0	

STRUCTURAL SECTION
NEW WORK
ACCELERATION, DECELERATION LANES AND TRUCK PARKING



Submitted by E. G. Bragg
Base Design Engineer

Recommended by _____
Engineer of Materials and Research

Recommended by _____
Location Engineer

Approved by _____
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

RECEIVED
SEP 23 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Gettings Creek S.R.A.
Highway: Pacific (FAR 3)
County: Lane
Prefix: 620-1943

Res. Engr. _____
Approx. Length _____
Sta. _____ to Sta. _____
Date _____

Mean Truck A.D.T. 210
Traffic Coefficient 8.7
18 kip s. a. per day 95.8

Annual Precipitation 42"± (Eugene)
Frost Penetration - - - -
CBE Total Requirement 28.0"

(1)

Typical Soil

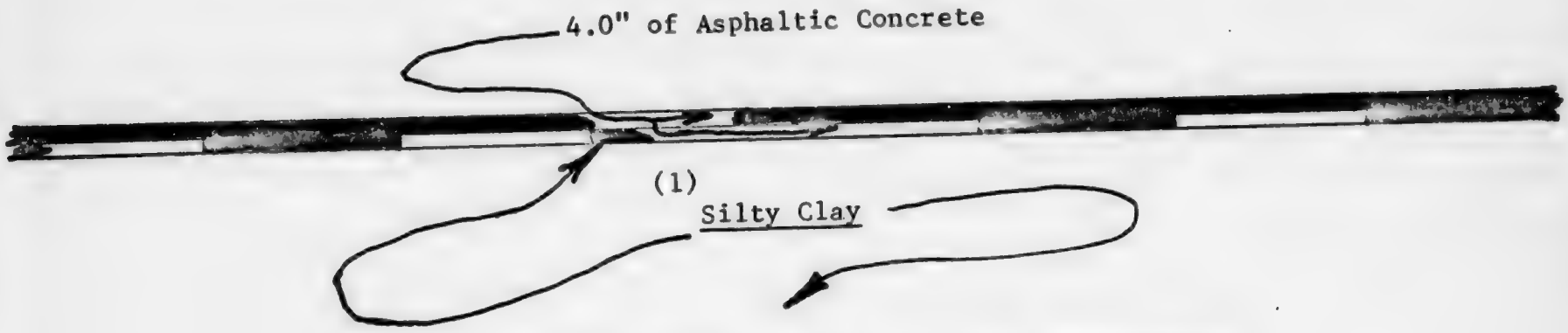
	LL
S_{E_E}	PI
	%P 10
	%P 200
	% Gravel
$P_{A_{G_E}}$	% C Sand
	% F Sand
	% Silt
1	% Clay
	R Value
	AASHO Classif.

Materials Source:

Credit	*Actual Thick.*	*Component*
	4.0	A.C.
	OVER EXISTING ROADWAY	
*		

STRUCTURAL SECTION

S.B. OFF RAMP, N.B. ON RAMP, AND CAR PARKING



* Overlay thickness determined by deflection measurements.

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Submitted by E. J. Gregg
Base Design Engineer

Recommended by _____
Engineer of Materials and Research

Recommended by _____
Location Engineer

Approved by _____
Asst. State Highway Engineer

SECTION: Gettings Creek S.R.A.

HIGHWAY: Pacific (FAR 3)

COUNTY: Lane

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base*	*1.0"-0 Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
NEW WORK					
Cars Only	4.0"	---	5.0"	13.0"	9.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0 "	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8 "	Aggregate Base
1.0"	Cement Treated Base	=	1.8 "	Aggregate Base
1.0"	Oil Mat	=	1.1 "	Aggregate Base
1.0"	Aggregate Subbase	=	0.8 "	Aggregate Base
1.0"	Lime Treated Subgrade	=	1.0 "	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Gettings Creek S.R.A.

HIGHWAY: Pacific (FAR 3)

COUNTY: Lane

1000 Present ADT (1975)

15.5 Percent Trucks

AXLES	ONE WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	87	1.7	148	118	900	106,200
3	40	1.7	68	54	2000	108,000
4	5	1.7	9	7	2500	17,500
5	20	1.7	34	27	6360	171,720
6	3	1.7	5	4	5140	20,560
				210	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 423,980

TWENTY YEAR EWL 8,479,600

TRAFFIC COEFFICIENT 8.7

SECTION: Gettings Creek S.R.A.

HIGHWAY: Pacific (FAR 3)

COUNTY: Lane

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: P.C.C. or A.C.
7. Stage Construction: Not applicable.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

This is a short section and traffic does not warrant the use of C.R.P.C.C.

Salem, Oregon

September 4, 1974

Alfred Shirley, Region III Engineer

F.E.T.

Frank E. Terpin, Final Design Engineer

Gettings Creek Safety Rest Area
Pacific Highway
Lane County
(Field Work)

To complete the design on the subject project additional field work is requested by this office.

The existing parking areas are planned for an overlay, therefore, we need profiles of the four existing gutter lines on southbound and northbound parking areas to establish new grades (shown in red).

Also, please tie in existing trees shown on the enclosed preliminary plans. Enclosed please find coordinate sheets to help your people establish the "A" line and "B1" line.

WEC:we
Enclosures
cc: Victor D. Wolfe
Roy Olson

/ Verstaeg ✓
/ A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
SEP 9 - 1974
ROAD DESIGN SECTION

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Requires Approval ☐
Receiver Keep
Do not File
Return To
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I-5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1974

SUBJECT: Gettings Creek S.R.A. Expansion

To: J. H. Versteeg
Road Design Engineer
224 State Highway Building

Skip Spooner and I met with Peter J. Horvath, Waste Water Plant Superintendent for Cottage Grove, on July 24, 1974. The purpose of the meeting was to look into an experimental chemical treatment plant that the City is working with. We found out that the D.E.Q. had not given approval for operation of the plant; so no one needs to pursue.

We did find out that there is a good possibility that the City will accept sewage from the Gettings Creek Safety Rest Area. This will require approval of the D.E.Q. and agreement with the City.

In order to assure ample water supply, it will require another well with storage reservoirs. Bill Milne made seismic tests in the northbound area and has chosen four locations for test well.

It is recommended that we drill another well as soon as purchase of property is final and ask the region people to investigate the sewer line into Cottage Grove.

Roy E. Olson
Landscape Engineer

REO:vmt

8315

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 12, 1974

In reply refer to: 10-41-EC3/410.1

SUBJECT: Modification in Project Agreements Relating to Right of Way

FROM : Vernon V. Cusack, Acting Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Section 113 of the Federal-aid Highway Act of 1973 extends the time allowed between execution of right of way project agreements and commencement of construction from 7 years to 10 years. While all PR-2 agreements entered into after August 13, 1973 should provide for the 10-year limitation there is no automatic extension of time for those agreements in existence prior to that date. These can be modified, however, to take advantage of the more liberal provisions. We are sure you have some in this category.

NOTED
A. E. J...

A procedure has been devised to facilitate this modification with a minimum of effort and paperwork. Attached is a Form PR-2A Modification of Federal-aid Project Agreement on which we have included the proper wording to effect the change. This has been signed and dated and refers to an attachment which lists all the agreements which you desire changed. You may complete the action by furnishing that attachment, executing the agreement and return it to this office.

Vernon V. Cusack

Enclosure

NOTED
R. L. SCHROEDER

Original w/att. to Young - Include all R/W project agreements. 2-15-74

RECEIVED
FEB 14 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
FEB 13 '74
REFER TO
FOR
Info | Ass... | C... | ... | ... | ... | File

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	DATE
PROJECT REPORT NUMBER Various (see attach)	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Various (see attach)
MODIFICATION NUMBER Various (see attach)		PROJECT NUMBER Various (see attach)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on and in existence on August 13, 1973, 19___, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ not applicable	$ not applicable
Federal Funds	$ not applicable	$ not applicable

Other revisions

The word "seventh" in Paragraph 4 of the agreement provisions is changed to "tenth", for all existing agreements listed by the State Highway Division in an attachment to the State-executed copies of this modification returned to the Division Engineer showing the information for each affected project as indicated above.

This modification is made for the following reasons:

Section 113 of the Federal-Aid Highway Act of 1973.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 12 day of February, 19 74.

_____
(Official name of Highway Department)

By _____

_____
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Vernon V. Cusack
Acting (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-449

LIST TO ACCOMPANY FEDERAL-AID MODIFICATION OF PROJECT AGREEMENT DATED FEBRUARY 12, 1974

FEDERAL-AID RIGHT-OF-WAY PROJECTS FOR MODIFICATION OF EXISTING PROJECT AGREEMENTS

Project Report No.	Modification No.	County	Project No.	Date P.A. Executed	Section
	1	Jackson	I-5-1(76)15	August 17, 1971	S. Medford-S. Ashland
	1	Lane	I-5-3(90)178	February 27, 1973	Gettings Cr. Safety Rest Area Expansion
	6	Multnomah	I-80N-1(28)07	April 9, 1969	NE Siskiyou St.-SE Glisan St.
	6	Multnomah	I-80N-1(29)06	August 24, 1967	SE Glisan St.-SE Grant St.
	7	Multnomah	I-205-7(7)307	May 27, 1968	SE Grant St.-SE Holgate St.
	2	Marion	I-305-5(2)260	April 19, 1971	Chemawa Rd.-Hickory St. (Salem) Sec.
	1	Lane	F-331(4)	July 13, 1971	Pacific Hwy. W.-I-105 (Eugene) Sec.
	2	Multnomah	U-171(10)	August 23, 1966	NW 26th Ave.-NW 21st Ave. (Portland) Sec.

2-21-74

LIST TO ACCOMPANY FEDERAL-AID MODIFICATION OF PROJECT AGREEMENT DATED FEBRUARY 12, 1974

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Modification No.	County	Project No.	Date P.A. Executed	Section
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1	Lane	F-331(4)	July 13, 1971	Pacific Hwy. W.-I-105 (Eugene) Sec.
2	Multnomah	U-171(10)	August 23, 1966	NW 26th Ave.-NW 21st Ave. (Portland) Sec.

I-5

FORM B-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

DATE January ~~24~~ 26, 1974

TO Alfred Shirley, Jr., Regional Engineer

FROM GARY KENNEN, Regional Utility Engineer

SUBJECT Gettings Creek Safety Rest Area Expansion

In response to J. H. Versteeg's letter of January 7, 1974, I called Mr. Roger Sinclair, Engineer for the City of Cottage Grove, who informed me the City has a sewage disposal plant near the north city limits. (See the attached city map). The disposal plant flow line elevation is 615 ft. +- while the rest area floor elevation is 585 ft.

Mr. Sinclair informed me that the City has an experimental chemical plant which may be adaptable to safety rest areas and he would be willing to meet with our people to discuss this plant.

GK/cw

1/26/74
J.H. Versteeg - ✓
Above as you requested

1 Versteeg
2 A. Olson
Terpin
Scott
Swenson
3 R. Olson
Trout

RECEIVED
JAN 29 1974
ROAD DESIGN SECTION

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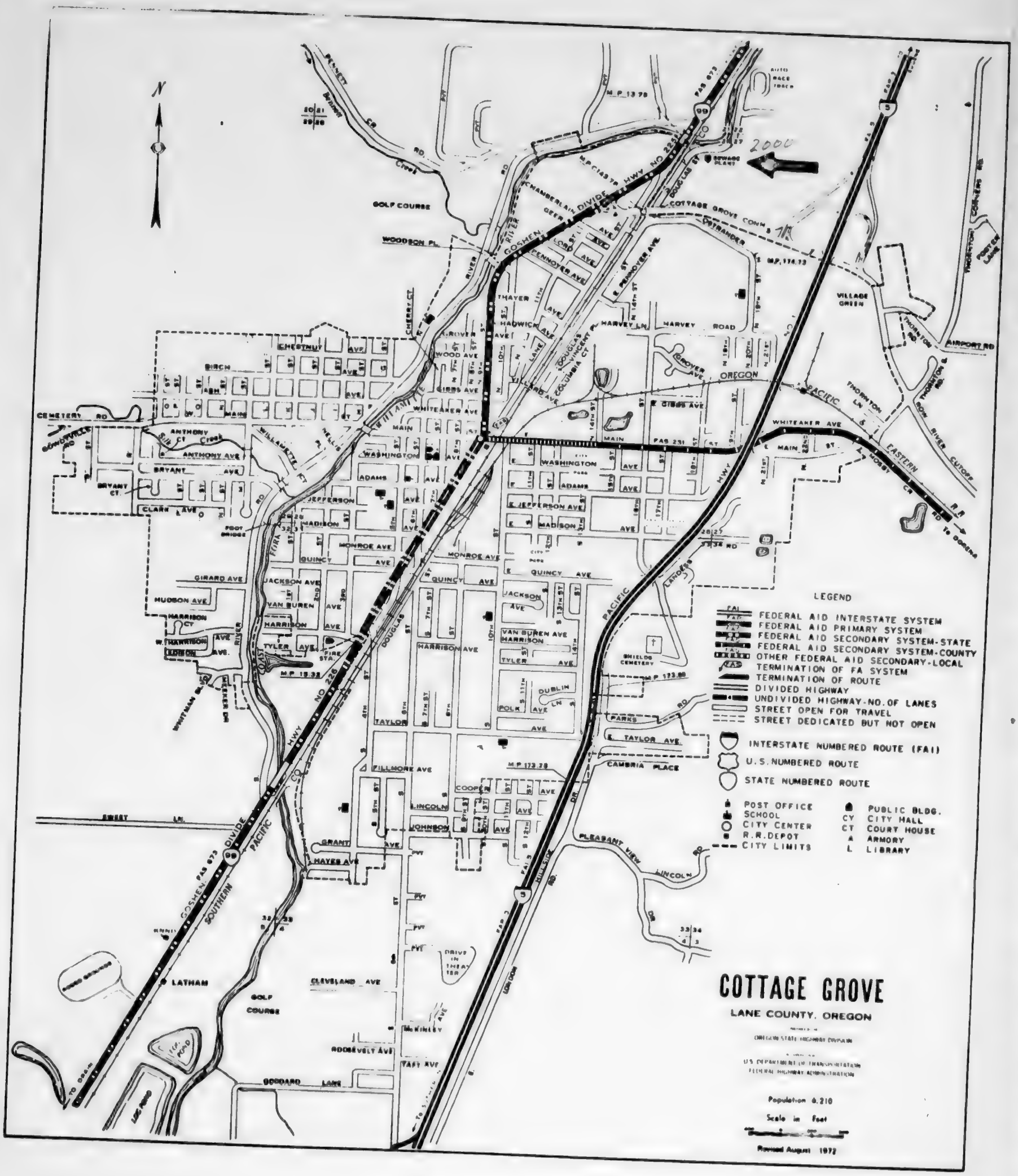
N
2000
GOLF COURSE
WOODSON PL.
COTTAGE GROVE CONN.
CHAMBERLAIN DIVIDE
GOSHEN
THAYER
HADWICK AVE
HARVEY LN.
HARVEY ROAD
VILLAGE GREEN
AIRPORT RD.
OREGON
PACIFIC
WHITEAKER AVE
MAIN
EASTERN
CEMETERY RD.
BIRCH
CHESTNUT
GIBBS AVE
ANTHONY AVE
BRYANT AVE
CLARK AVE
WASHINGTON
ADAMS
JEFFERSON
MADISON
MONROE AVE
QUINCY
GIRARD AVE
JACKSON AVE
VAN BUREN
HARRISON
TYLER AVE
HUDSON AVE
W. HARRISON
FIRE STA.
DOUGLAS
HARRISON AVE
DUBLIN
POLK AVE
TAYLOR
FILLMORE AVE
LINCOLN
JOHNSON
GRANT
HAYES AVE
SWEET LN.
LATHAM
GOLF COURSE
CLEVELAND AVE
ROOSEVELT AVE
TAFT AVE
GODDARD LANE
SHIELDS CEMETERY
PARKS
E. TAYLOR AVE
CAMBRIA PLACE
PLEASANT VIEW RD.
LINCOLN
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
COTTAGE GROVE
LANE COUNTY, OREGON
Population 6,210
Scale in Feet
Revised August 1972

I-5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January ~~25~~ 25, 1974

TO A. D. Olson
Preliminary Design Engineer

FROM L. E. George
Traffic Engineer

SUBJECT Gettings Creek Rest Area
Pacific Highway
Lane County

The revised plans for the Gettings Creek Rest Area have been received and reviewed.

We still question the location of the proposed dump station. It would seem that passenger cars would not use the facility unless pulling a trailer. Since the location will need to be signed anyway, campers and motor homes could easily be directed to the truck area. Locating the dump station in the truck area would reduce congestion and possible conflicts.

The plans appear to be acceptable other than the dump location.

GE:kw

1 Versteeg
2 A. Olson
Terpin
Scott
Swenson
3 R. Olson
Trout

RECEIVED
ROAD DESIGN SECTION

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 14, 1974

TO Alfred Shirley, Jr., Region III Engineer

FROM A. D. Olson, Preliminary Design Engineer

SUBJECT Gettings Creek Rest Area
Coast Fork, Willamette River - Cottage Grove
Pacific Highway
Lane County

Here are three revised prints of the Gettings Creek Rest Area on the subject section. Two parties suggested that the dump station be moved to the truck parking area only. Since both truck and car parking require the use of this facility we cannot see any advantage to the move. Another suggestion was that the northbound on-connection be straightened out favoring the car parking area. We concur in this and it has been revised on the plan.

If you have further comments please reply at an early date.

DNS:we
Enclosures
cc: L. E. George w/encl.
Walter J. Hart w/encl.
Federal Highway Administration w/encl.
Ray Wilson w/encl.

1 Versteeg
2 A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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JAN 17 1974
ROAD DESIGN SECTION

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Requires Approval ☐
Receiver Keep
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Return To
Bring up
Other

I-5

Salem, Oregon
January 7, 1974

Getting Creek Safety Rest Area
Expansion

A. Shirley
Region III Engineer
1523 S.E. Cobb Street
Roseburg, OR 97470

We are working on plans for the Gettings Creek Safety Rest Area Expansion.

From our experience over the past few years, one problem is designing a septic tank and drainfield that will meet DEQ requirements. We haven't had one approved for about two years.

Gettings Creek is about three miles from Cottage Grove. I don't know whether the City of Cottage Grove has a sewage disposal plant, but if they do, it might be well to look into the possibility of connecting to the City sewer.

Could you get your regional utilities engineer to explore the possibilities?

I am enclosing plans of the proposal for your review.

J. H. Versteeg
Road Design Engineer

REC:vmt

Enclosure

Versteeg
1 A. Olson
2 Terpin
Scott
Swenson
R. Olson
Trout 4

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ROAD DESIGN SECTION

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1

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

TOM McCALL
GOVERNOR

May 9, 1973

Noted
GEORGE M. BALDWIN

Mr. Ed Hemenway
Hemenway Farms
Route 1, Box 746A
Cottage Grove, Oregon 97424

Dear Mr. Hemenway:

Before leaving the state, Governor McCall directed me to respond to your recent letter in which you described excessive damages that you believe will result from the expansion of the Gettings Creek Rest Area within the limits of your dairy farm. The circumstances of your situation were referred to the Oregon Highway Division for appropriate action.

I have been informed by the Highway Division that they have restudied their needs for this particular rest area and have reduced their requirements in order to decrease the damages to your dairy operation by using a smaller area of your fertile farm land. I have also been informed that they have contacted you and that their reduced taking is acceptable to you.

I am happy that this has resulted in preservation of valuable farm land.

Sincerely,

Robert G. Davis
Executive Assistant

RGD:cm

bcc: Highway

RECEIVED
MAY 10 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

COPY

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 20, 1973

TO E. S. Hunter
Assistant State Highway Engineer

FROM Frank L. Hall
Road Design Engineer

SUBJECT

Mr. Ed Hemenway owns a dairy farm near Saginaw which surrounds the Gettings Creek Rest Area. This rest area is programed for expansion making it necessary to occupy more of his property.

He has written asking that the area of new taking be reduced. The design of the rest area has been reviewed and adjusted to meet his request. An aerial picture is attached showing the adjustment. New descriptions are being prepared.

FLH:jh
cc: J. B. Boyd

RIGHT OF WAY SECTION
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MAR 20 1973
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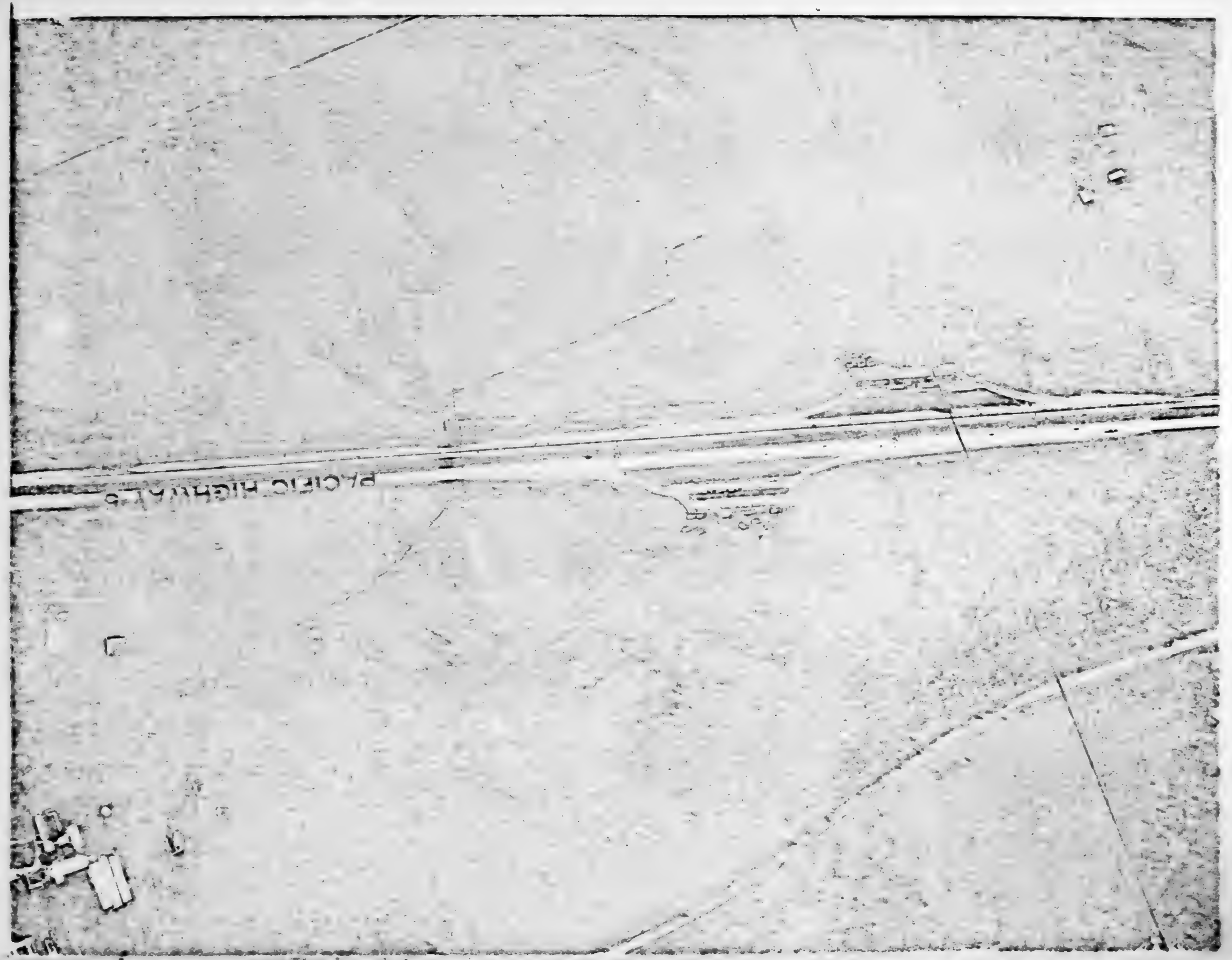
PACIFIC HIGHWAY 5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE March 9, 1973

TO Al Johnson
Deputy State Highway Engineer

FROM J. B. Boyd
Right of Way Engineer

SUBJECT Jack B. Lively Letter
File No. 47020 - Hemenway
Gettings Creek Rest Area
Cresell - Divide Section
Pacific Highway

I have discussed the matter of the acquisition of property on the above subject file with Mr. Jim Dixon, Right of Way Agent. He informs me that he is sending in a Recommendation for Condemnation on this file.

The file consists of two parcels. Parcel No. 1 for 19.36 acres on the east side of the highway and 9.13 acres on the west side of the highway. These improvements are in an area which is a portion of the pasture for a large dairy farm. The property contacts with this dairy farmer indicate that he just does not want to sell the property. We had originally, in our negotiations, attempted to reorganize the improvements, which was difficult because of two structures both north and south of the rest area and the widenings that would be necessary due to the acceleration lanes. The farmer is not interested in this, either. It appears that he just does not want to lose any of his land. It would appear to me that if we wish to proceed with this Gettings Creek Rest Area improvement, we must proceed with the Condemnation.

JBB:LS

RECEIVED
MAR 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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FOR
Info | Ltr | Inv | Chk | Corr | Act | File
Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Test

March 6, 1973

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Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Mr. Jackson,

I operate a 350 acre, 140 cow dairy farm with my father and we consider it a good economic unit. We have been operating this farm for just three years after finally being pushed off another farm by losses to the State of Oregon for I-5 and lastly, a commercial airport. Since we have been on this present farm we have developed the land through the use of fertilizers, installing irrigation systems and planted improved crops. Our recently completed dairy facility is probably one of the most modern in the state. These capital improvements we have put on and into this farm have a value in excess of $100,000 so you can see we plan to stay here and operate our farm.

This brings me to the problem we are now confronted with. The highway department wishes to enlarge their two existing rest area of 15 acres on our farm by approximately 26 acres. The loss of this much land out of the heart of our farm can't help but limit our potential on our new farm. It seems as though every time we get started on a good farming enterprise the state is there to wreck things for us.

I realize the need for rest areas but I can't see the need for one of this proposed size. If the state needs a large area for camping or other recreational uses, why not use the hills along I-5 or the low productive flat lands rather than some of the best and most productive land in the Willamette Valley.

If nothing can be done to stop the enlargement, I would hope you might be able to help us negotiate a change in design so the rest area will not cut into our big field so badly as indicated on the enclosed aerial photo. If the entire plan for the west side of the highway was moved up to our north boarder and drawn in from the west it would make a field design that we could at least live with. Also if the east side of the highway plan was drawn closer to the existing right of way, we could pass around our slough and continue to use and enjoy the wild life along with many other people who hunt and fish on our land. We have never posted our land so this wild life loss is not just our loss.

Yours truly,

Again, I would hope the enlargement can be stopped completely for the time is coming when man will not have enough land to produce his food and fiber if we continue to waste our prime agricultural land for other uses.

Sincerely,

Ed Hemenway

Ed Hemenway
Hemenway Farms
Rt. 1 Box 746A
Cottage Grove, Oreg. 97424

RECEIVED
MAR 9 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
MAR 8 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

N
S
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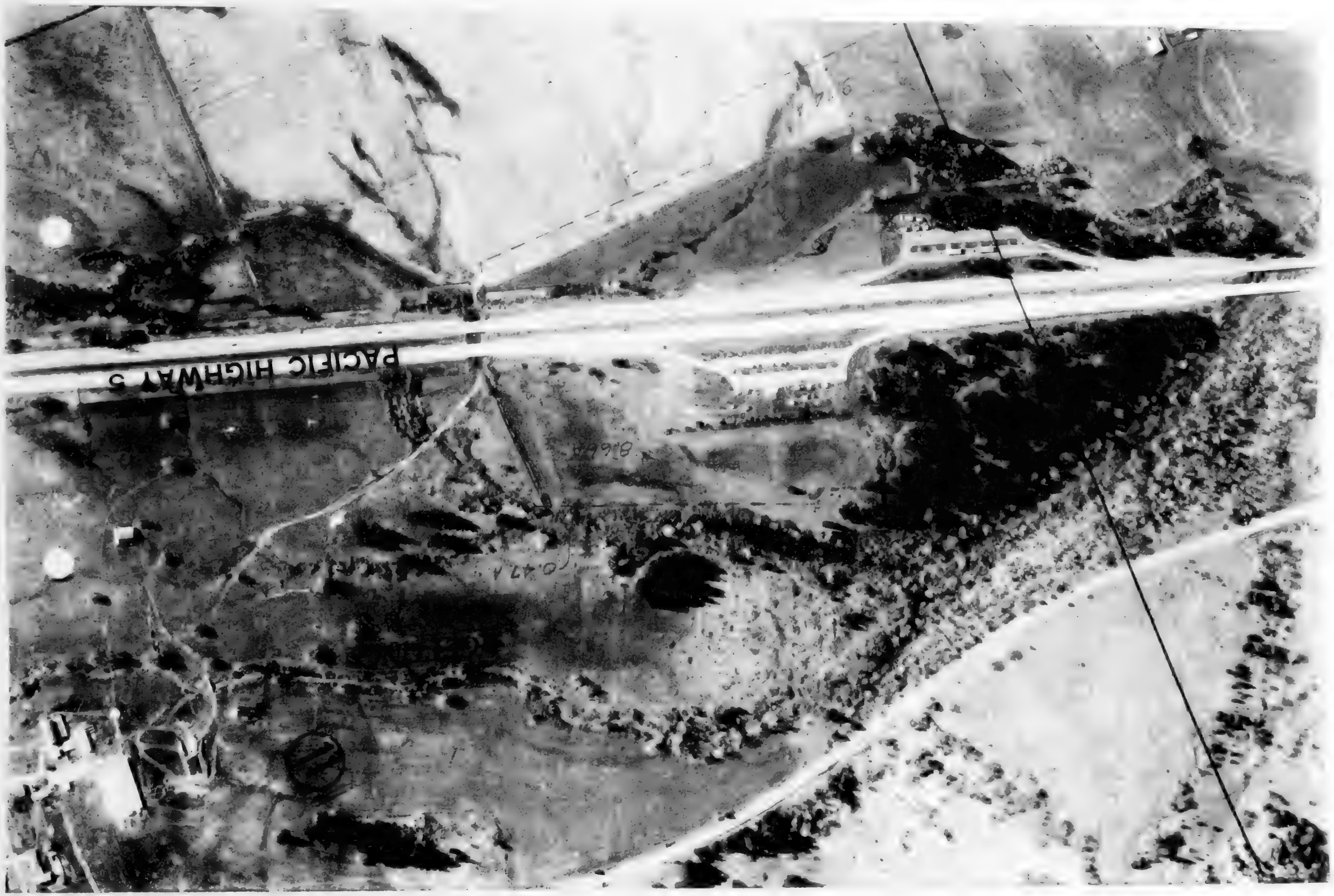
15
14
11
Proposed enlargement
Present access road
Proposed enlargement
Ref. to Ref. No. 1
Ref. to Ref. No. 2
Ref. to Ref. No. 3
Ref. to Ref. No. 4
Ref. to Ref. No. 5
Ref. to Ref. No. 6
Ref. to Ref. No. 7
Ref. to Ref. No. 8
Ref. to Ref. No.


PACIFIC HIGHWAY 5

MRS. MAE McVAY
OFFICE OF THE GOVERNOR

The attached letter would seem to be a concern of your department. The Governor would appreciate your drafting a suggested reply for his signature (on plain paper, double-spaced) which would answer this letter in the appropriate manner.

Thank you for your assistance.

Mae

We received ~~an~~ a nearly identical let addressed to Glenn Jackson -- referred it to Hunter this morning for a draft for Mr. Jackson.

3/9/73

j

3.8.73 Hemenway to Hwy.

March 6, 1973

RECEIVED
STATE HWY ENGR
MAR 9 '73
REFER TO
FOR
Info | Vis | C/D | D/R | Sign | Act | File

MAR 8 1973

Governor Tom McCall
State Capitol Bldg.
Salem, Oregon 97310

Dear Governor McCall,

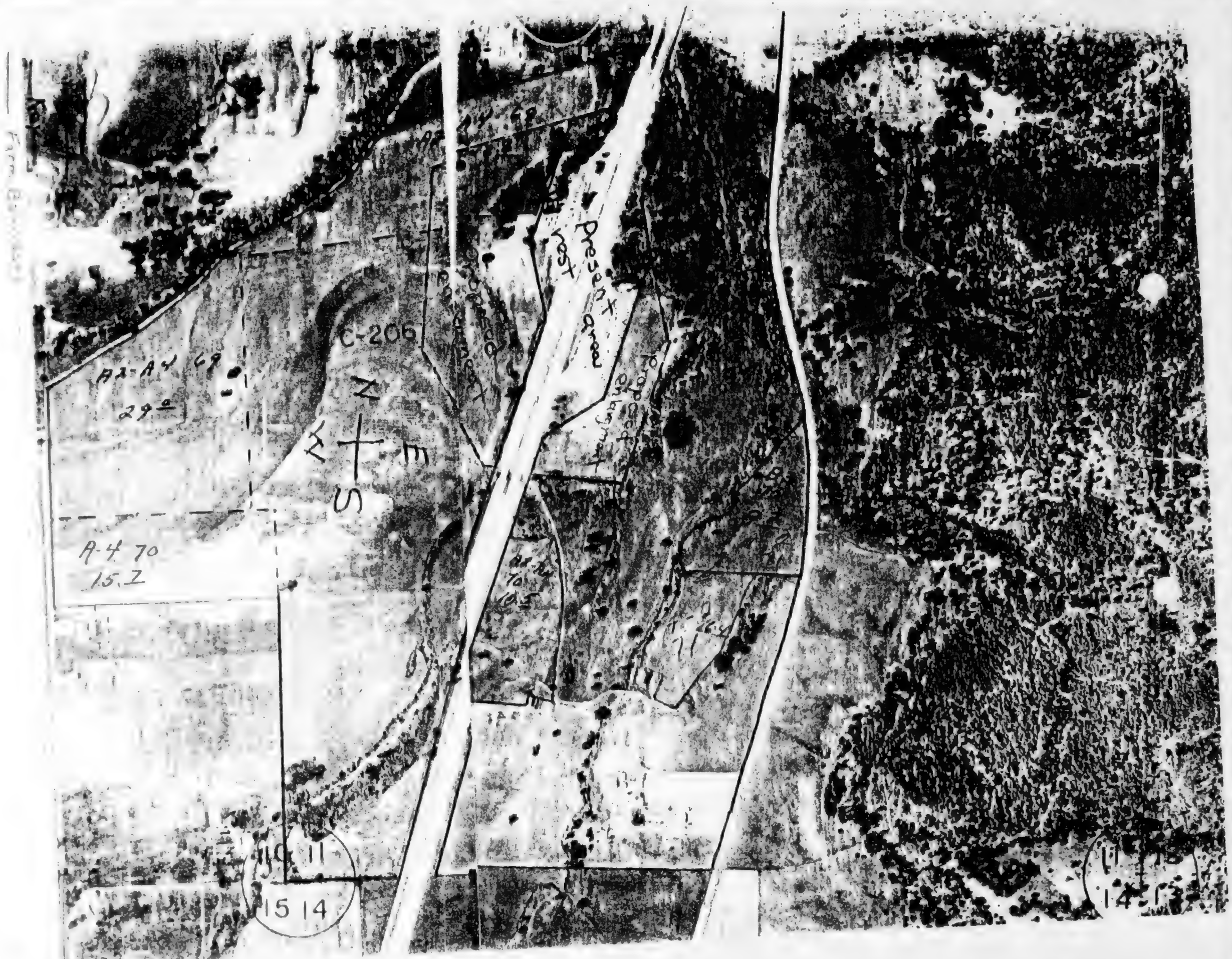
I met you personally a couple of years ago at the Lane County Fair where I was exhibiting a string of registered Holstein cattle. From our conversation I felt that you were concerned with preserving Oregon's prime agricultural land for agricultural purposes. This is the reason I am writing to you now.

I operate a 350 acre, 140 cow dairy farm with my father and we consider it a good economic unit, but we are confronted with a possible loss of approximately 29 acres of prime land to the state for the enlargement of a rest area. I realize the need for rest areas, but there is one on each side of I-5 now taken from our farm consisting of 15 acres. From my observations this 28 acre enlargement would probably make this rest area one of the largest or if not the largest in the state. It looks to me as there are many areas of land having little use which could serve as well for rest areas as our class I soil type farm.

We have not been told the actual use planned for the added land but some of the officials have hinted it may be for camp grounds. If this is true I do not think the state has any right to use tax dollars to construct this kind of facility to be in competition with private enterprise. There is one camp area already constructed by private business within 5 miles of the sight and another under construction just off I-5 at the Saginaw exit within 2 miles.

We moved to this farm 3 years ago hoping to develope it to it's full potential because the farm we were on had been hacked away first by I-5 and the last straw was a commercial airport forced on us by the State of Oregon. This new farm gave us the opportunity to build one of the most modern dairy facilities in the state. We have developed the land through use of fertilizers, installing an irrigation system and planting improved crops. The capital improvements we have put into our farm have a value in excess of $100,000.00 so you can see we plan to stay here and operate our farm.

I have enclosed an aerial photo showing our farm and the approximate lines of the proposed rest area enlargement. As you can plainly see it makes a real mess of our large open


C-205
R2-A4 69
29
A-4 70
15.2
Present rest
15 14
14

3.8.73 Hemenway to Hwy.

March 6, 1973

Hwy

RECEIVED
STATE HWY ENGR
MAR 9 '73
REFER TO
FOR
Trfc | Vis | W/D | D/R | Sign | Act | File

MAR 8 1973

Governor Tom McCall
State Capitol Bldg.
Salem, Oregon 97310

Dear Governor McCall,

I met you personally a couple of years ago at the Lane County Fair where I was exhibiting a string of registered Holstein cattle. From our conversation I felt that you were concerned with preserving Oregon's prime agricultural land for agricultural purposes. This is the reason I am writing to you now.

I operate a 350 acre, 140 cow dairy farm with my father and we consider it a good economic unit, but we are confronted with a possible loss of approximately 29 acres of prime land to the state for the enlargement of a rest area. I realize the need for rest areas, but there is one on each side of I-5 now taken from our farm consisting of 15 acres. From my observations this 28 acre enlargement would probably make this rest area one of the largest or if not the largest in the state. It looks to me as there are many areas of land having little use which could serve as well for rest areas as our class I soil type farm.

We have not been told the actual use planned for the added land but some of the officials have hinted it may be for camp grounds. If this is true I do not think the state has any right to use tax dollars to construct this kind of facility to be in competition with private enterprise. There is one camp area already constructed by private business within 5 miles of the sight and another under construction just off I-5 at the Saginaw exit within 2 miles.

We moved to this farm 3 years ago hoping to develope it to it's full potential because the farm we were on had been hacked away first by I-5 and the last straw was a commercial airport forced on us by the State of Oregon. This new farm gave us the opportunity to build one of the most modern dairy facilities in the state. We have developed the land through use of fertilizers, installing an irrigation system and planting improved crops. The capital improvements we have put into our farm have a value in excess of $100,000.00 so you can see we plan to stay here and operate our farm.

I have enclosed an aerial photo showing our farm and the approximate lines of the proposed rest area enlargement. As you can plainly see it makes a real mess of our large open

fields, leaving an irregular hard to manage shape. Of even greater importance is that this proposed enlargement would reduce our open tillable land by over 12%.

It seems as though everytime we get something going, some agency of the state comes along and interferes. If there is anything you can do to help us avoid this loss altogether or at least reduce the loss it would be greatly appreciated. The time is coming when man will not have enough land to produce his food and fiber if we continue to waste our prime agricultural land for other uses.

Sincerely,

Ed Hemenway

Ed Hemenway
Hemenway Farms
Rt. 1 Box 746A
Cottage Grove, Oreg. 97424

RECEIVED
MAR 9 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
MAR 12 1973
DESIGN
SECTION

RECEIVED
MAR 12 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

APR 30 1973

Mr. Jack B. Lively
Sanders, Lively & Wiswall
Attorneys at Law
655 North "A" Street
Springfield, OR 97477

Dear Mr. Lively:

I have been asked by Mr. Jackson, Chairman of the Highway Commission, to review the circumstances described in your February 23 letter to him concerning the acquisition of farm land for a rest area on I-5 near Saginaw.

You have suggested as an alternate location for the expansion of the Gettings Creek Rest Area a parcel of land acquired by the Highway Division for a material source. The spacing of rest areas on the Interstate Highway System is determined by a national standard of 30 to 35 minutes' driving time, or about 35 miles. Two rest areas three miles apart as you suggest will not function as one rest area, and it is not fiscally feasible to abandon the existing rest area and rebuild on the other site. The anticipated increase in use of rest areas by the public makes it necessary to expand facilities at the existing location and the Highway Division must meet this responsibility by initiating the project.

However, the Highway Division did review the plans and made adjustments to reduce the taking of critical farmed acreage to a minumum. This revised plan apparently is acceptable to Mr. Hemenway and we are now in the process of negotiating with him.

Thank you for the interest you have shown in this matter. I am happy that a solution was worked out that was more acceptable to Mr. Hemenway and resulted in a reduction in the taking of valuable farm land.

Sincerely,

George W. Baldwin
Administrator of Highways

bc F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. B. Boyd

cc Mr. Glenn L. Jackson

FLH:jh/AEJ:ja kw

315

OREGON STATE HIGHWAY COMMISSION

Noted
GEORGE M. BALDWIN

OFFICE OF GLENN L. JACKSON • % Pacific Power and Light Co. • Medford, Oregon • 97501

TOM McCALL
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
FRED W. HILL, Member
Pendleton
THADDEUS B. BRUNO, Member
Portland

March 5, 1973

Mr. Jack B. Lively
Sanders, Lively & Wiswall
Attorneys at Law
655 North "A" Street
Springfield, Oregon 97477

Dear Mr. Lively:

Thank you for your letter of February 23 concerning acquisition of property for a rest area on I-5 near Saginaw.

I have asked George Baldwin, the Administrator of Highways, to look into the matter and get in touch with you. I can assure you that no final action will be taken until the situation has been carefully reconsidered.

Sincerely yours,

Glenn L. Jackson
Chairman

GLJ:cjk

RECEIVED
MAR 9 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

LAW OFFICES
SANDERS, LIVELY & WISWALL
TAYLOR BUILDING
855 NORTH A STREET
SPRINGFIELD, OREGON 97477

Marvin O. Sanders
Jack B. Lively
William Wiswall
John L. Svoboda
Max S. Taggart II
Laurence E. Thorp

Douglas J. Dennett
Fredrick Siegrist

Telephone 747-3354
Area Code 503

February 23, 1973

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attn: Glenn L. Jackson, Chairman

Dear Sir:

A recent situation has arisen in which I am involved as an attorney, but also somewhat disturbed as a property owner, and I thought that I would like to make mention of it to you for consideration in your policy.

In Oregon State Right-of-Way Highway File No. 47020, there is a threat of condemnation against one Almond R. Hemenway who is a dairy farmer living near Saginaw and fronting on I-5 on both sides of the highway. The Highway Department has determined they are going to make large expanses of the rest area in those locations and will be taking substantial portions of property from this farmer's operation.

I am very familiar with the property, because I am a next door neighbor. I know there is potential for farm use and I know it is valuable for the particular use this farmer is making of it, since he bought the property following a condemnation which moved him out of his last ranch by the State of Oregon acting through its Aeronautical Board. This farm property is undoubtedly some of the finest farm property in the Willamette Valley in its ability to produce for the use to which it is now being made.

As a property owner and farmer, I very much resent taking our very finest land to cover up with blacktop parking. This is especially true in the situation at hand, when less than three miles north of the location now under consideration the State of Oregon already owns a parcel of land which is much larger than necessary to do the rest area and this property is property on which the State has removed rock so that it is desolate except for holes in the ground as an "eyesore" I can not believe that it is in the best interests of the people of the State of Oregon that we leave such spots abandoned by the State Highway Department and use the best property for a use other than that which is in my humble opinion the highest and best use for it.

The purpose of this letter is not in any way to suggest to your commission that they get involved in the valuation. I have every respect for the members of the Right-of-Way Department of the Oregon State Highway Division and will negotiate freely with those people. It is to suggest to you, as Commissioner, that you consider seriously the policy of the Oregon State Highway Department as to locating rest areas in places where it will do the least damage to the surrounding area.

Although I do not anticipate an early response to this letter, I sincerely request you to consider the items contained herein.

Very truly yours,

SANDERS, LIVELY & WISWALL

Jack B. Lively

Jack B. Lively

JBL:ek

I-5

Salem, Oregon

March 20, 1973

E. S. Hunter
Assistant State Highway Engineer

Frank L. Hall (jh)
Frank L. Hall
Road Design Engineer

Mr. Ed Hemenway owns a dairy farm near Saginaw which surrounds the Gettings Creek Rest Area. This rest area is programed for expansion making it necessary to occupy more of his property.

He has written asking that the area of new taking be reduced. The design of the rest area has been reviewed and adjusted to meet his request. An aerial picture is attached showing the adjustment. New descriptions are being prepared.

FLH:jh
cc: J. B. Boyd

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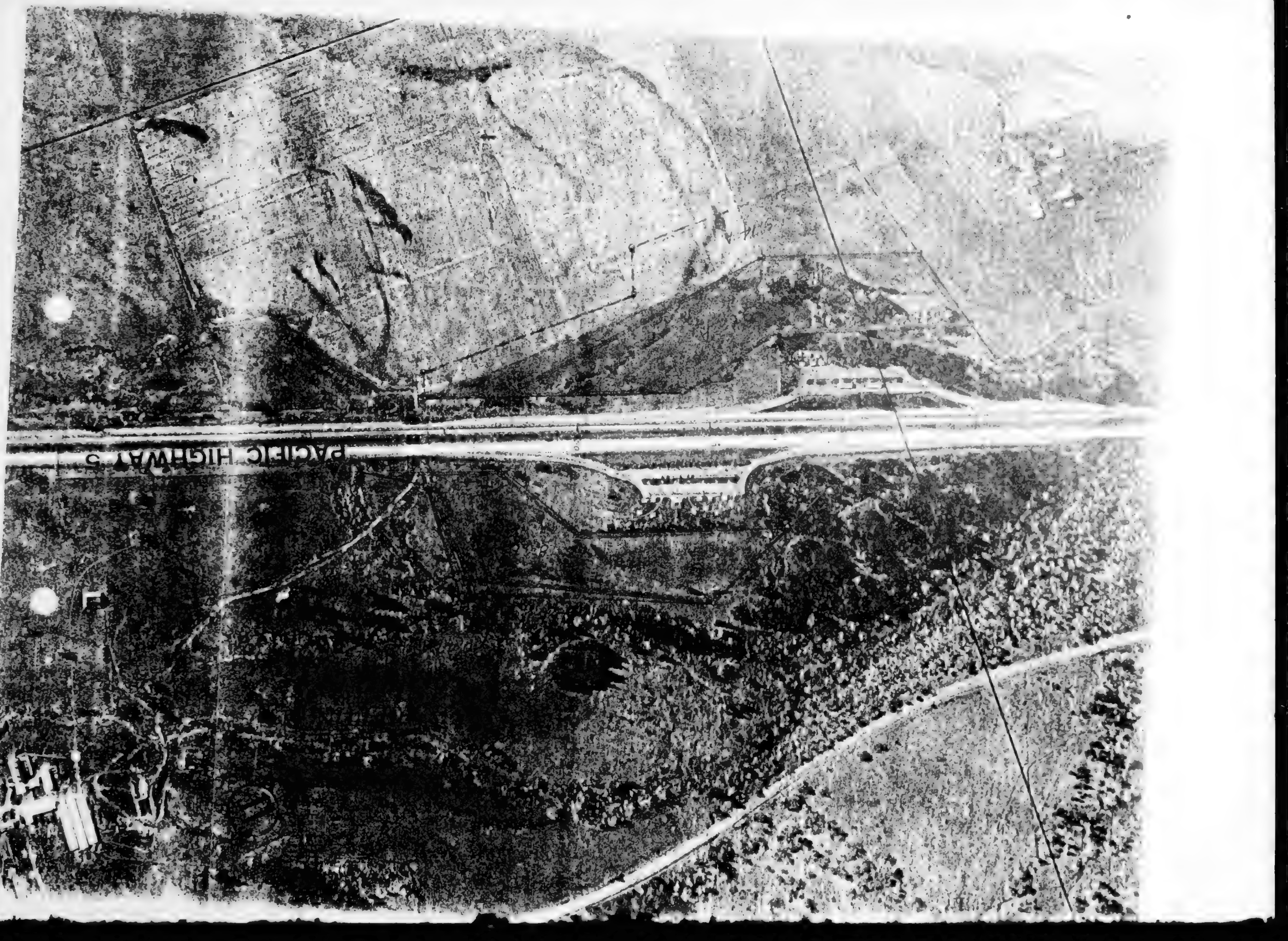
Other


PACIFIC HIGHWAY 5

1315

cc: A. E. Johnson
E. S. Hun
L. H. Young

BLG:LHY:dg dpy

February 20, 1973

Mr. Frank C. Carlton
City Manager
City of Cottage Grove
City Hall
Cottage Grove, OR 97424

Dear Mr. Carlton:

Reference is made to your letter of January 30 regarding the construction scheduling of the Gettings Creek Safety Rest Area. I must advise that the rest area is not scheduled for expansion until the spring of 1978.

As you know, Oregon has many basic Interstate sections to construct. To fulfill our established goal, which requires completion of the basic Interstate system, the Commission has elected to place emphasis on the uncompleted sections of Interstate Routes 82, 205, 305, and 505. The objective of completing these sections effectively earmarks large sums of money well into the future.

The outcome of the new Highway Bill before Congress is most speculative and until we get a Highway Bill, further work on the Interstate and ABC systems is uncertain. Our own Legislature is presently considering the budget for the next biennium, and it would appear that tourist-oriented expenditures such as you suggested for our consideration may be in for real tough sledding.

We perhaps submitted the A-95 Notice of Intent prematurely but do like to be in readiness to act, should we get a windfall of fund releases.

I would like to suggest that if you wish to make up a recreational brochure of the south Lane County area, it will be passed out at the six information centers which the Division presently maintains.

Thank you for your interest in this Highway project.

Very truly yours,

F. B. Klaboe
State Highway Engineer

ALL AMERICA CITY

City of Cottage Grove

City Hall
Cottage Grove, Oregon 97424

RECEIVED
STATE HWY ENGR
JAN 31 73
REFER TO
Kurtz
FOR
Info | Ans | R/D | D/R | Sign | Act | File
| | ✓ | | | | |

January 30, 1973

OFFICE OF THE CITY MANAGER

Mr. F.B. Klaboe, State Highway Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

Some time ago I noticed that the Lane Council of Governments was asked to approve (A-95 review) the planned expansion of the North and South bound Gettings Creek rest areas just two to three miles north of Cottage Grove. Because these rest areas are the closest ones to Cottage Grove on I-5 I have been very interested in their expansion but have been unable to learn when the contract for their expansion will be let. As I recall, the project cost for this doubling of the capacity of these rest areas was in the vicinity of $500,000.

Please let me know the design stage this project is in; whether they will be in the State's 1973-75 bienneum budget and when we might expect the project to be completed. ✓

We would very much appreciate it if a large size tourist information kiosk could be included in the plans so that maps and brochures would be available that highlight the recreational potential of the South Lane County area including our two Corps of Engineers lakes'; our many fishing streams; the County, BLM and Forest Service parks; the trails into the Bohemia Mining District; the City's Historical Museum; the private Railroad Town U.S.A. museum and the O.P. & E's Tourist Steam Train ride leaving from the Village Green Station daily during the tourist season. With the billboards coming down it will become more and more important to have public facilities along I-5 to inform tourists of the public and private rest and recreation facilities available either side of the freeway. Your rest areas already attract a good percentage of the north-south travelers and many of them spend the night in our area without ever realizing what they are missing.

Your comments on and cooperation with this proposal would be greatly appreciated.

Sincerely yours,

Frank Carlton

Frank C. Carlton
City Manager

FCC:gm

cc: Mayor Jim Shirley
Chamber of Commerce Manager Bette Woolcott
Kim Woodard

Bm
R/D

NOTED
R. D. ASBURRY
FEB 1 1973

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 24, 1972

TO Mr. Walter J. Hart
Bridge Engineer

FROM Duane O. Christensen
Supervising Design Engineer

SUBJECT Safety Rest Area Deficiencies

We have studied the sewage disposal and water supply problems that exist in the various regions and recommend that the following work be done in order listed. This order is our determination of priority in which the project should be worked on and is based on correcting problems that are detrimental to next year's operation and as an interim step to expansion.

1. Manzanita Safety Rest Area - Region 3

   Sewage Disposal - Present facilities are on a septic-tank-drain-field system which is operating on a temporary permit from DEQ. Negotiations are underway to have Wasteco, Inc. design and install a waste treatment facility as an experimental project.

   In addition there will be an expansion of the facilities to include a gravity type water system, new toilet buildings, revising existing facilities for the new system.

   A contract to revise the parking areas and provide a new well has been completed.

   This work is presently being programed with FHWA for an early contract.

2. Memaloose Safety Rest Area - Region 4

   An expansion project for this area is presently on the schedule for the February 22, 1973, bid opening. This contract will add two new toilet buildings, a new water supply (well has been drilled and sufficient water is available), and a new sewage disposal facility.

3. Cabin Creek Safety Rest Area - Region 3

   Water Supply - Private well is presently effecting the saline content and drawdown of the wells. The StateEngineer is taking action to eliminate

NOTED
E. S. HUNTER

NOTED
E. S. HUNTER

this interference. Well No. 8 should be back-filled with concrete below the 122-foot level to seal off the salt zone (about 15 feet). Replace existing pump at well No. 8 with smaller pump capable of supplying 20 gpm to prevent excessive drawdown. Irrigation should be limited to 50,000 gpd on an automatic sprinkler system. This will adequately irrigate five acres of lawn on an 8-hour schedule. Any further irrigation need will have to be supplied from some other source. Additional expansion is permissible provided the sewage disposal problem can be solved.

Sewage disposal - Install new 10,000 gallon septic tanks at each unit to replace present 4,000 gallon tanks. Existing tanks are way too small and possibly contributed to our problems by clogging drainage field lines.

Construct new seepage bed drainage field on state park property about 1200 feet northeast of the southbound unit building. This would serve the unit until any expansion is proposed. The northbound unit can be served on new seepage beds built up in the wooded area on the northeast side. Two beds should be constructed at each site and used alternately.

When expansion of these areas are proposed it should include a lagoon in the vicinity of Chenowith Park Interchange.

It is recommended that further expansion of this rest area not be done until suitable solution to the sewage problems are worked out.

4. Boardman Safety Rest Area - Region 5

Sewage Disposal - The most likely solution to the sewage disposal problem at this site would be sewage lagoon, polishing pond, and chlorination system. The DEQ has indicated that effluent dumping would be permissible into the irrigation ditch at times of adequate runoff. The effluent would necessarily have to be impounded until such times.

5. South Umpqua Safety Rest Area - Region 3

Water Supply - Join the community water district or construct a 25,000 gallon hillside reservoir near the community tank. A well on the Booth Ranch would be necessary to supplement the existing well if we went our own way.

Sewage Disposal - The southbound unit has had a new disposal field installed beyond the two existing fields. At the present time this field is saturated.

The northbound area's disposal field is also saturated. There is some evidence that this field has been driven on and could have some broken tile. The ditches have water backing up in them and a culvert to the south floods over the field. Before abandoning this field, some investigation should be done. Dye tests, digging up some of the laterals, exposing the distribution boxes, et cetera, to determine the extent to which these field are inoperable.

If these investigations are negative, then the only other solution would be the same type of treatment proposed for Boardman Safety Rest Area on a site across the freeway from the southbound unit.

6. Siskiyou Safety Rest Area - Region 3

Water Supply - It is necessary to test existing well to find out how much this well is producing. Additional right of way should be obtained to the east of the present area so further exploration can be made for additional wells, sewage disposal, and expansion. After testing of the existing well, a reservoir should be constructed on the hillside directly west of the freeway to change the system to a gravity type.

Sewage Disposal - Requires new right of way so sufficient area for a disposal field can be had, a 10,000 gallon septic tank should be installed, stilling tank, and two disposal fields to be used alternately.

With the problems presently encountered, expansion of this area should not proceed until these have been solved.

The additional land acquisition for the disposal field should also include land requirements for future expansion.

7. Cow Creek Safety Rest Area - Region 3

Water supply - The well supplying both northbound and southbound units has some plumbing problems. The best solution to this would be a 50,000 gallon reservoir on the hillside to the east of the northbound unit and installation of an automatic sprinkler system to even out the demand on the system. The reservoir would be located on land already owned by the Highway Division so additional right of way would not be needed.

Sewage disposal is not critical, but installation of a 10,000 gallon septic tank at each unit would forestall any problems.

8. Gettings Creek Safety Rest Area - Region 3

Water Supply - This area is presently being explored for a new well. Well development should proceed as planned so any future expansion will

not have to depend on the existing source. The existing well has been diminishing its supply of water the last few years and it would be a good idea to find out why. It is possible that the well screen has plugged and needs cleaning. Therefore the well liner and pump should be pulled and cleaned and the well tested. This would give us an idea as to what to expect of the new well. The new well would be plumbed into the existing system. An automatic irrigation system should be installed to even out the demand on the system.

Sewage disposal is not presently a problem.

We do not recommend expansion at this site unless sufficient water is obtained.

9. Dooley Mountain Safety Rest Area - Region 5

Water Supply - Water supply is from a spring located on the site. Attempts to clean this spring have proven unsuccessful and water samples are poluted. It will be necessary to build a springhouse and provide a chlorinator if we keep this area operating.

Vault-type forest toilets should be used in locations of this type.

10. Chief Joseph Canyon Viewpoint - Region 5

Vault-type forest toilets should be installed at this site. The U.S. Forest Service has indicated to the District Engineer that they are trying to eliminate the use of pit toilets in the National Forests.

The estimated costs for these improvements are shown on the accompanying outline. These proposals should be sent to the respective regions for their concurrence. and investigation. The State Department of Environmental Quality has been informed of our proposals for their information and advice, but the Regional Engineer should contact the local County Sanitarians for a permit to proceed with these proposals.

GJB:dh
Attachment
cc R. W. Ellison
L. L. Wallace
D. O. Christensen
R. F. Knapp

utline-Rest Area Deficiencies

The following is an outline of current Rest Area deficiencies listed in decending order of need. The costs listed are for the interim solutions to these problems and don't include monies for expansion and ultimate solutions in most cases.

1. Manzanita SRA - Region 111

   Water supply & Sewage Treatment included in expansion plans.

   Cost-(plans now being prepared)

2. Memaloose SRA -Region 1V

   Water supply & Sewage Treatment included in expansion plans.

   Cost-(plans now being prepared)

3. Cabin Creek SRA - Region 111

   (a.) Water Supply (including irrigation)

   Cost - $9200

   (b.) Sewage disposal

   (includes sewage pumping, and disposal fields)

   Cost -$29800

   Total Cost (includes 20% E & C) = $46,800

4. Boardman SRA - Region V

   Sewage disposal-(includes 2 lagoon ponds & Chlorination System)

   Total Cost (includes 20% E & C and R/W acquistion) = $50,000

5. South Umpqua SRA - Region 111

   (a.) Water Supply (includes new well, reservoir, and land acquistion)

   Cost- $66,000

(b.) Sewage disposal- (includes 2 lagoon ponds, Chlorination System, and land acquistion)

Cost--$51,000

Total Cost (includes 20% E & C) = $140,000

6. Siskiyou SRA - Region III

(a.) Water Supply (includes reservoir, irrigation, and land acquistion)

Cost--$38,000

(b.) Sewage disposal (includes septic tank, disposal field, and Land acquistion for future expansion)

Cost -- $31,000

Total Cost (includes 20% E & C) = $83,000

7. Cow Creek SRA - Region III

(a.) Water Supply (includes irrigation system, reservoir, and Chlorination system)

Cost -- $30,000

(b.) Sewage Disposal (includes new septic tanks)

Cost-- $9000

Total Cost (Includes 20% E & C) = $47,000

8. Getting Creek SRA - Region III

Water Supply (Includes new well, pumps, land acquistion, and irrigation system)

Total (Includes 20% E & C) = $25,000

9. Dooley Mountain SRA - Region V

(a.) Water Supply (includes spring house & Chlorinator)

Cost -- $2000

(b.) Sewage disposal-(Vault toilet & bldg.)

Cost --$2500

Total Cost (Includes 20% E & C) = $5400

10. Chief Joseph Canyon Viewpoint - Region V

Sewage disposal - Vault Toilet and Bldg.)

Cost (Includes 20% E & C . . = $ 3,000

Total Cost of all improvements
(Exluding Manzanita SRA and Memaloose SRA) = $400,200

8 E 15

(10)

I-5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11, 1972

To: F. W. Yarbrough
Soils & Geology Engineer
Office

SUBJECT: Groundwater Exploration
Gettings Creek S.R.A.
Creswell-Cottage Grove Section
Pacific Highway (I-5)
Lane County

At the request of Roy Olson, the geological and geophysical phase of the above exploration was recently completed.

It is recommended that a test well be drilled at Proposed Test Site #1, (the test sites are numbered on sketch map in order of performance). The depth should be limited to 100'. It is possible that the final well design should be of a gravel pack type.

William P. Milne
Geologist

John F. Demezas
Geologist

WPM:af

cc: Victor D. Wolfe
J. H. Versteeg
Walter J. Hart
Frank L. Hall
Roy Olson
Robert Knapp
Harley E. Mayfield
Elliott Parker

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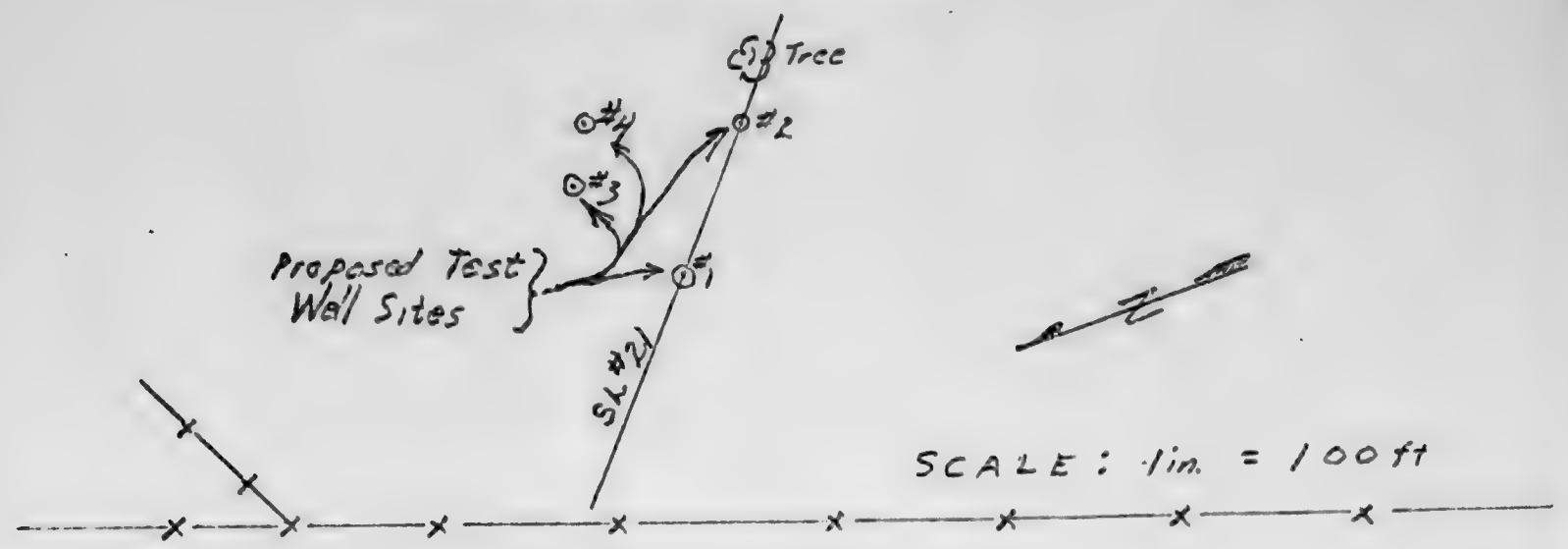
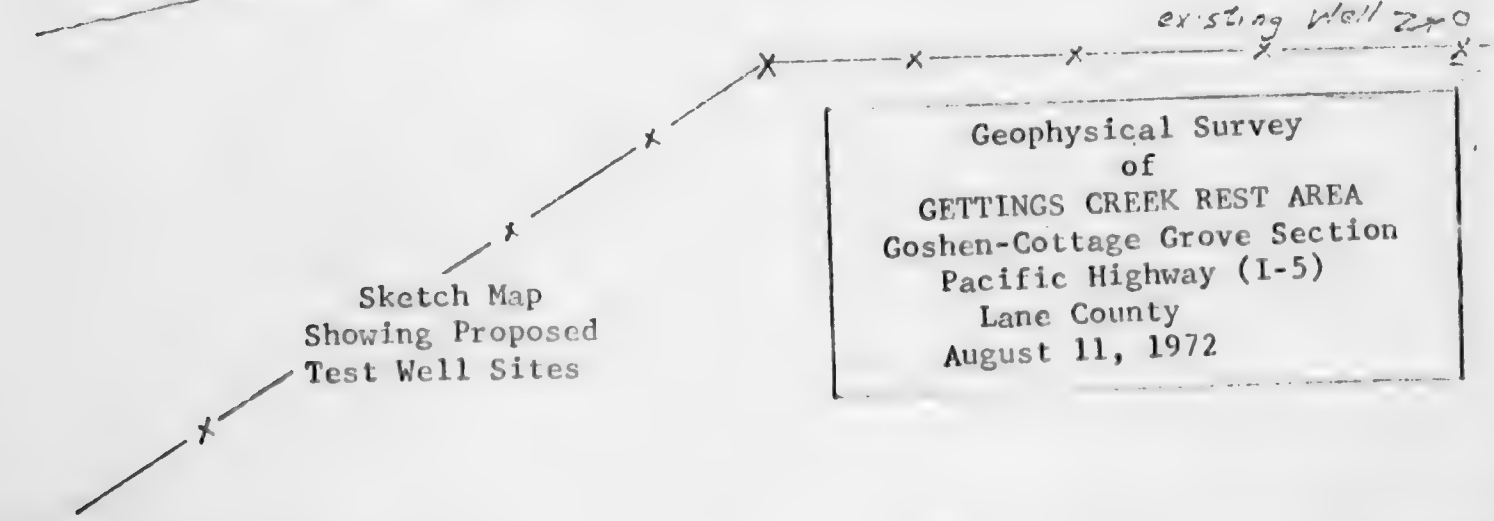
BP*82475-734

OREGON STATE HIGHWAY DIVISION
Location Section





Sketch Map
Showing Proposed
Test Well Sites

Geophysical Survey
of
GETTINGS CREEK REST AREA
Goshen-Cottage Grove Section
Pacific Highway (I-5)
Lane County
August 11, 1972

TRANSACTION NUMBER 3-48

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 3-17-72

BY (Signature): MR. ASBURRY'S MARCH 7, 1972 LETTER

TITLE: ASSISTANT PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 691 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
691	I-5-3(90)178	0.0	30,000	27,678	GETTINGS CREEK SAFETY REST AREA EXPANSION	RIGHT OF WAY.

3-17-72

3-23-72

REMARKS (Division)

AS REQUESTED IN MR. ASBURRY'S MARCH 7, 1972 LETTER YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF RIGHT OF WAY ACQUISITION INCLUDING RELOCATION PAYMENTS AS OUTLINED IN RED ON RIGHT OF WAY MAP 7B-23-16. FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

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RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		3-17-72	FOR: R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

8345

RECEIVED
MAR 8 - 1972
FOR FILING

March 7, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

We are forwarding program data for one Interstate right-of-way project, Item No. 691, Project No. I-5-3(90)178, which we desire to have included in the Federal-aid Interstate Highway Program.

We further request, concurrent with your approval of the program, authorization to proceed with all phases of right-of-way acquisition, including incidental costs. The right-of-way required is as outlined in red on the enclosed copy of right-of-way map No. 78-23-16.

Project assurances, regarding relocation assistance in accordance with IM 80-1-71 are not required for this project as there are no displaced persons.

Clearinghouse approvals were submitted with our letter of August 13, 1971, which requested location/design approval.

An environmental statement in the form of a "negative declaration" dated July 27, 1971 received your concurrence on August 5, 1971. A copy is enclosed.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Enc.

CL:dg

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

3-7-72

Budget Bureau No. 41-R2067; A

U.S. D

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER (10)–(20): 1

PROJECT LOCATION (45 typewriter spaces) 21–66: I-5 3.3 mi. N. of Cottage Grove

ADT — PRESENT: 15,400 — FUTURE: 26,200 (66) — YEAR: 92 (70)(71)(72)

REGION: 10

STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62: Right of Way Acquisition

NATL. FOREST (63)–(65)

FH ROUTE NO. (66)–(69)

SUPV AGCY (69)

DA CLASSIF. (70)

DA AREA (71)

EMERG. YR. (72)–(73)

PL. AUTH YR (74)–(75)

PROJECT NUMBER — PREFIX LETTER(S) 14–23: I-

NUMBER 7: 5-3

CARD 4 — CLASS OF FEDERAL FUNDS: Interstate

NAME OF URBAN AREA 17-31:

COUNTY NAME: Lane

CODE (14)–(16): 039

ROUTE NO. I

FEDERAL-AID (32): I-5

STATE (36)(37):

U.S. (41): I-5

CARD 5

LINE NO. (1648)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43–46	STEP 53	TERMINI (Full description)	MILES (54)–(58)	TOTAL ESTIMATED COST (59)–(66)	FEDERAL FUNDS (67)–(76)	STATE FUNDS	OTHER FUNDS
1								ESTIMATED PROJECT COST BY PHASES			
5				PE		I-5 3.3 mi. N. of Cottage Grove					
5				ROW							
5				CONST (CODE)		(Gettings Creek Safety Rest Area Expansion)	0.0	30,000	27,678	2,322	
							0.0	30,000	27,678	2,322	

CARD 1 — CODE 1 — PREPARED BY

PROJECT TOTALS (16)–(23)(24)–(33)

CARD 1 — 14 — PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item I-406 Projec
Item I-137 Projec

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

NO.

FORM PR-1 (REV. 4-61)

3-7-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)

I-5 3.3 mi. N. of Cottage Grove

ADT | PRESENT: 15,400 | FUTURE: 26,200 | YEAR: 92

REGION: 10 | STATE NAME: Oregon | STATE CODE: 35 | APPN CODE: 042 | ITEM NO.: 691

PROJECT NUMBER: PREFIX LETTER(S): I- | NUMBER: 5-3 | SEQ. NO.: (90)

I. Projects Only — POST MI. DESIG.: 178

PROPOSED WORK (35 typewriter): Way Acquisition

NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR

AL FUNDS: Interstate

AREA

COUNTY NAME: Lane | CODE: 039

ROUTE NO. I | FEDERAL-AID: I-5 | STATE | U.S.: I-5

PROGRAM STAGE: [ ] 1 OR [X] 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		I-5 3.3 mi. N. of Cottage Grove						Right of way acquisition all phases including incidental work.
	ROW		(Gettings Creek Safety Rest Area Expansion)	0.0	30,000	27,678	2,322		(Future expansion of safety rest area & facilities) ROW - 250' normal; access control-full; Parking restrictions-complete.
	CONST (CODE)								
	PROJECT TOTALS			0.0	30,000	27,678	2,322		

PREPARED BY

PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item I-406 Project I-5-3(68)178
Item I-137 Project I-5-3(12)169

-OVER-

USCOMM DUSCOMM-DC 48908-P61

GETTINGS CREEK SAFETY REST AREA EXPANSION
Project No. I-5-3(90)178

Project Data:

Right of way acquisition all phases including incidental work to provide for future expansion of the rest area facilities to accommodate the project increased usage of the areas.

System Action, Airports, Railroads, Water Development, Historical and Recreational Areas: None involved.

Public Hearing offered on May 21 and 28, 1971 - none requested.
Certification required by Section 128 "Public Hearings" of Title 23 U.S.C., was made under our letter of August 13, 1971.

State and District Clearinghouse approvals submitted under our letter of August 13, 1971, requesting location/design approval.

Location/design Approval: FHWA memo of August 23, 1971.

Negative Environmental Declaration received FHWA concurrence August 5, 1971.

Relocation Payments: None involved.

FORM E-80 (REV. 10-65)

I-5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 2, 1971

SUBJECT: Gettings Creek Safety Rest Area Water System

To: Frank Hall
DESIGN ENGINEER

We have recently experienced a shortage of water for the operation of the Gettings Creek Safety Rest Area. This rest area is scheduled for enlargement with the present construction timetable calling for award of this project in May of 1972.

Attached is a copy of the report submitted by Region 3, which defines the water supply problem at this location.

It is recommended that steps be taken to schedule at least the well and reservior portion of this project at an early date so as to allow us to operate this rest area during the 1972 tourist season.

Robert N. Bothman
Maintenance Engineer

By

O. B. Jackmond
Maintenance Operations Engineer

OBJ:rr

cc: I.D. Merchant
C.T. Keasey
E.S. Hunter

attachment

REFERRED TO
R. Olson
Please handle
H

1
A. Olson
Wills
Hunsinger

RECEIVED
SEP 3 19[illegible]
DESIGN SECTION

2

BP*52675-724

FORM E-30 (REV. 10-63)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 30, 1971

To: R. N. Bothman
Maintenance Engineer
S A L E M

SUBJECT: Gettings Creek Safety Rest Area
Water System

I am enclosing herewith past correspondence and two recent reports regarding the water system at the Gettings Creek Safety Rest Area. Since this rest area is presently being surveyed for a proposed expansion of both north and southbound areas, I do not anticipate any maintenance work at this time to improve the water system. A copy of the attached correspondence is being sent to the Bridge Division for their information in designing a new water system in conjunction with an expansion program.

JOHN QUINER II
Regional Maint. Engineer

JQII:cc
attach.
cc: I. D. Merchant
F. D. Morgan
Roy Olson

MAINTENANCE ENGINEER
RECEIVED
AUG 31 1971

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 25, 1971

ROSEBURG DIVISION
RECEIVED
AUG 27 1971
ADE | ADE | DOE
For
Action

SUBJECT: Review of Water System
Gettings Creek SRA
Pacific Highway, I-5
Lane County

Ref: Letter to Elliot Parker from C. T. Keasey, dated May 28, 1971

Mr. F. W. Yarbrough
Soils and Geology Engineer

O F F I C E

At the request of Roy Olson, Landscape Engineer, and Elliot Parker, Region III Geologist, a preliminary review of the system was recently completed.

Thursday, August 19, we met with Bill Maude, Region III Soils Engineer, and Charles Gilman, Rest Area Supervisor. On the preliminary investigation we found that the total usable storage capacity of the pressure tanks was about 30 gallons, although the combined volume of the two tanks is approximately 600 gallons. The pump at the well came on at one to two minute intervals and operated for 45-50 seconds to replace the 30+ gallons. During peak usage it would have to pump continuously.

The capacity of the well is probably about the same as when it was originally tested - somewhat in excess of 45 gallons per minute. This was adequate at the time the system was installed but now the increased public usage of the rest area facilities, combined with the limited storage, has caused an overpumping of the well. This happened the previous Sunday (August 15); forcing the closing of the northbound area rest rooms.

Based on the above review it is recommended:

1. That for a more efficient usage of the existing well, larger reservoirs be built on both sides.

2. That another well be prospected and drilled to back up the existing well.

William P. Milne
William P. Milne
Geologist

John F. Demezas
John F. Demezas
Geologist

JFD:bb
cc: W. H. Tebeau
Roy Olson
C. T. Keasey
E. Parker

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 23, 1971

ROSEBURG DIVISION
RECEIVED
AUG 25 1971
Q.I. | ADE | DOE
Assign ..... For .....
Reply ..... Action .....

To: C.T. Keasey
Regional Engineer
OFFICE

SUBJECT: Gettings Creek Rest Area
Water Shortage
Pacific Highway

ATTENTION: John Quiner II

On August 19th, I looked at this water supply. Also present were W. Milne and J. Demezas. At 9:30 AM the water demand for the rest room facilities only was about 24 gal/min. By 11 AM the demand had fallen to about 16 gal/min. This; a normal weekday load and would indicate the minimum water required.

Observing the pressure tank gave the following information. First there is at this time adequate water in thewell as the pump was not working against the low water switch, second the pump is supposedly throttled to 45 gal/min, but the tank indicates it is pumping at about 55 gal/min and last,,the reservoir capacity of the pressure tank is only about 30 gallons.

The maintenance man at this Rest Area states that last Sunday, the system "sucked air" and that the N.B. Building has pressure below 20 psi. He also stated that it was very crowded. It is very likely that during heavy weekend use, that the demand is beyond the capacity of the well and that during this time the pump works against the low water switch which allows pressure to drop below the normal 40 psi on switch. An hour or so observation operating against the low water switch would tell the approximent production of the well at this time.

The well production is undoubedly below the original tested production. Rather than have this office test the well, I would suggest that the well liner be pulled and cleaned or reperforated. (This was done 3 years ago and was successful). When completed, a pump test should be made. It is possible that the loss of production is from this cause.

I can see no solution for this years problem, but a permanent solution is additional reservoir capacity. With short term demands being in the 50-60 gal/min range and maximum 2-3 hour demand on weekends, probably running 45-50 gal/min (both values exclusive of irrigation) the well can not supply these amounts with the existing 30 gallon reservoir.

William Maude
Regional Mat'l Engineer

WM:kg
cc: J.X. Wilson

Roseburg, Oregon
August 13, 1971

J. X. Wilson
District Engineer
E U G E N E

Gettings Creek Rest Area
Water Shortage
Pacific Highway

I have discussed a shortage of water at the Gettings Creek Safety Rest Area with Elliott Parker, Regional Geologist. We will have Bill Maude check with you on Monday regarding the water supply. He will help to determine if it is a natural shortage of water or trouble with the system.

I am enclosing for your information a report that was prepared by Bill Maude in June of this year regarding the water supply at Gettings Creek Safety Rest Area. This rest area is presently being surveyed for a proposed expansion of both the north and southbound areas. It is anticipated that this expansion would include an additional well.

JOHN QUINER II
Regional Maint. Engineer

JQII:cc
attach.
cc: R. N. Bothman
I. D. Merchant
F. D. Morgan
Roy Olson
Elliott Parker

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
August 10, 1971

To:

SUBJECT: Gettings Creek Rest Area

C. T. Keasey
Region Engineer
R O S E B U R G

Attention: John Quiner II

It has been brought to my attention, and subsequently verified by John Scofield, that our water supply for the Gettings Creek Rest Area is very critical.

Even though we are doing no irrigating and have shut off all but one each, drinking fountain and outside faucet, pressure is still down to approximately 20 psi on the N.B. side. Any attempt to increase this pressure only results in air being introduced into the lines. If our supply continues to dwindle, it looks like the N.B. area must be shut down.

I would recommend that some immediate action be taken to get someone from our Division to assess the situation. If we have no one qualified, I will contact some outside help.

Please let me know how you want me to proceed.

J. X. Wilson
J. X. Wilson
District Engineer

JXW:em

Q

SP 52470.934

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 2, 1971

SUBJECT: Proposed Improvement
Gettings Creek Safety Rest Area
Pacific Highway

To: C. T. Keasey
Regional Engineer
O F F I C E

At the time of drilling, well #3 at Gettings Creek Rest Area produced 44 gal/min. A well test at this time of year would give little information on the quantity of water available during the low water period and would require shutting down the Rest Area for a period of 4 to 8 hours. For these reasons a pump test was not run. I conferred with Wm. Milne, located well #3, and worked on its development and we assume the maximum flow in September-October will not exceed 32 gal/min. This is not enough to supply additional facilities.

A seismic investigation of the State ownership in the vicinity of this rest area was done in 1965 (this located well #3). A small area about 1/4 mile south of the rest area might be worth further investigation. However, Wm. Milne states in his 1965 report "that finding another well in the immediate vicinity of the rest area with a potential of more than 10 gal/min would be extremely difficult to impossible".

The properties adjacent to Sears Delight Valley Road east of the rest area have good wells. Weber's well, 0.7 miles north of the rest area, is 130' deep and has a flow in excess of 20 gal/min. A ranch, 0.5 miles south of the rest area has a well about 120' deep which supplies 3 homes, a swimming pool, and a mixiumum of 100 head of cattle. It would appear that the most likely source of water for expansion of this rest area would come from the hillsides easterly of the rest area. This would require investigation, acquiring of the well site, and easements to place the water in the area needed.

An alternate to this would be to secure water rights to the Coast Fork of the Willamette River and install a purifying system. This would involve a pumping system, easements for power and pipelines, a chlorinator, and its maintenance.

I would recommend that entry permits be obtained for the area east of the rest area for seismic investigation and at the same time the State ownership south of the rest area be more thoroughly investigated. I feel that only these areas can give a good supply of quality water.

William Maude

WILLIAM MAUDE
Regional Testing Engineer

WM:ojb

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 28, 1971

To: Elliott Parker
Region Geologist
O F F I C E

SUBJECT: Proposed Improvement
Gettings Cr. Safety Rest Area
Pacific Highway

We have a proposed improvement and enlargement scheduled for the subject rest area.

There is apparently enough water for our present operation, but it is doubtful that the present supply would be adequate for the proposed enlargement and increased usage.

Please investigate and report on the current supply and give me a recommendation on development of additional water supply if needed.

C. T. KEASEY
Region Engineer

CTK/cw
cc L. H. Young
F. D. Morgan
Roy Olson

8-315

Form FHWA-121 (12-6
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: August 23, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(-)178
Gettings Creek Safety Rest Area Expansion
Location/Design Approval

Location/design approval in accordance with the requirements of Paragraph 10 of PPM 20-8 is hereby given for the construction of the expansion of the subject safety rest area as requested in Mr. Klaboe's August 13 letter.

8-30-71
REFERRED TO
By ... State Hwy. Engr.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

315

RECEIVED
AUG 16 1971
FOR FILING

August 13, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Gettings Cr. Rest Area (Expansion)
Project I-5-3(-)178
Pacific Highway, I-5
Lane County

Dear Sir:

I certify in behalf of the Oregon State Highway Division that the opportunity to request a location/design hearing was afforded the public relative to the proposed highway project on the Gettings Creek Safety Rest Area of the Pacific Highway, Interstate Route I-5, in Lane County, and that no requests for a hearing were received.

I further certify that the Highway Division has considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

Very truly yours,

Tom Edwards
Deputy State Highway Engineer

RNC:bb

cc: R. L. Porter
F. B. Klaboe
L. H. Young
Frank Hall
H. S. Cox
R. N. Chase
B. L. Gifford

RECEIVED
AUG 16 1971
FOR FILING

August 13, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Location/Design Approval
Gettings Cr. S.R.A. (Expansion)
Project I-5-3(-)178
Pacific Highway, I-5
Lane County

Dear Sir:

We hereby request your approval of the location/design as described hereinafter and in the enclosed study report for the proposed Gettings Creek Safety Rest Area expansion on the Pacific Highway, I-5, in Lane County.

Location/Design:

a. The location is the existing Gettings Creek Rest Area.

b. The proposed design consists of:

1. Revision of parking facilities to accommodate an additional 27 cars and 9 trucks at each rest area (northbound and southbound).

2. Additional Type 8 toilet building with septic tanks and drain fields at northbound and southbound areas.

3. A well in the northbound area, to supplement the southbound area well, plus 25,000 gallon storage reservoirs in each.

4. Revision of structures south of the area to provide acceleration and deceleration lanes required by ramp revisions due to expansion of the areas.

5. Additional lawn construction, trees, shrubs, and vines planting, tables, shelters and drinking fountains to accomodate the projected increased usage of the areas.

More complete location/design details are contained in the enclosed study report, which consists of the following documents:

1 copy Design Section Report, July 13, 1971
1 copy Traffic Section Report, June 3, 1971
1 copy Location Sketch Map
1 copy Plan

The Highway Division has considered the enclosed study report as well as the social, economic and environmental effects and has concluded the location/design as set forth hereinabove is suitable for the proposed project.

Notice of opportunity to request a location/design hearing was published in appropriate news media on May 21, 1971 and May 28, 1971, with a deadline of June 11, 1971 as the last date request would be received by the Lane County Board of Commissioners. The Lane County Board of Commissioners on June 22, 1971 advised that no requests were received. A copy of the request to the news media for publication and Lane County Board of Commissioners' letter are enclosed.

The certification as required by Section 128, 'Public Hearings', of Title U.S.C. is being submitted as a separate letter.

The "Negative Environmental Declaration" required by Section 102(2)(c) of "N.E.P. Act of 1969", was submitted July 27, 1971 and received FHWA concurrence as of August 5, 1971. A copy is enclosed.

Enclosed are copies of the State and District 5 Clearinghouse letters of approval dated June 22, 1971 and June 30, 1971, respectively.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Kisboe
Assistant State Highway Engineer

RNC:bb

Enc.

cc: R. L. Porter
Tom Edwards
L. H. Young
Frank Hall
H. S. Cox
R. N. Chase
B. L. Gifford

Gettings Creek Safety Rest Area Expansion
Design Study Report
July 13, 1971

The safety rest area is located on Pacific Highway, I-5, in Lane County, Mile Post 140.2, three miles north of Cottage Grove.

The purpose of the expansion is to provide ample facilities for the enjoyment and safety of the traveling public.

Parking requirements are based on projected ADT for 1985. Expansion is planned to accommodate 58 cars and 19 trucks for each unit. Present capacity is for 31 cars and 10 trucks on each of the northbound and southbound units.

Based on the Design Guide for Interstate Safety Rest Areas, two additional toilet buildings are required to accommodate the projected increase in usage, one on the northbound unit and one on the southbound unit. Requirements for sewage disposal are for a minimum 10,000 gallon double compartment septic tank and double capacity drain fields designed from results of percolation tests taken in the field. The reason for two drain fields is that one can be rested for a period of time while the other is in use.

The increase in the size of the area will require additional tables, shelters and drinking fountains.

Water requirements will increase because of larger number of people using the area and increased acreage requiring irrigation.

The existing water supply system consists of one well on the southbound area. Even now, during summer months the system is overtaxed.

In order to meet the future demands, plans are to drill a well on the northbound unit and provide 25,000 gallon storage reservoirs in both areas.

Some planting of lawn, trees, shrubs and vines will be needed to complete a planting scheme.

The structures south of the area are poured in place "T" beam construction, 80 feet in length with 50 foot counter span and 15 foot cantilever. These will need widening to accommodate the acceleration and deceleration lanes.

Additional right of way will be required for the expansion approximately 10 acres on the northbound and 20 acres on the southbound area. There are no buildings or other occupancy involved, therefore, no relocation requirements.

In conformance with Federal Regulations and State Statutes, the State Highway Commission published a notice appearing in the appropriate newspaper in the vicinity for two successive weeks.

The notice contained information asking that requests for a hearing be directed to the Lane County Board of Commissioners, Eugene. The deadline for the request was set for Friday, June 11, 1971.

A letter dated June 22, 1971, from Jess Hill, Chairman of the Lane County Board of Commissioners, advised that they had received no requests for a corridor-design hearing on Gettings Creek Safety Rest Area Expansion.

HIGHWAY DIVISION

DESIGN CODE FOR INTERSTATE SAFETY REST AS

NAME OF REST AREA Gettings Creek (Expansion)

HIGHWAY Pacific M.P. 178.2 COUNTY Lane DATE May 27, 1971

I Traffic Data

A = 20 year ADT
19 85 = 20,900 x 1.20 (Seasonal factor) = 25,080

B = Peak hour directional traffic = A 25,080 x K 0.135 x D 0.6 = 2,032
Where K = Ratio of design hourly volume to ADT (0.135)
D - Directional distribution of design hourly volume (0.6)

C = Vehicles stopping peak hour = B 2,032 x .075 = 153

The percentage of vehicles stopping in rest areas varies from about 5 percent to about 13 percent, depending upon location. For example,

1) Near commercial or recreational facilities, C = B x 0.05
2) Typical rural area, C = B x 0.09
3) In an isolated area, with no nearby commercial or recreational facilities, C = B x 0.13

II Parking Requirements

		Proposed S.B.	Proposed N.B.
M = Total parking spaces = C x 0.5 =	76	77	77
N = Car parking spaces = M x 0.75 =	57	58	58
O = Truck parking spaces = M - N =	19	19	19

III Comfort Facilities

P = Persons/hour using facilities = C x 2.25 = 344
The factor 2.25 is derived by multiplying the average vehicle occupancy (3.0) by the ratio of persons using comfort facilities (0.75)

Q = Number of persons using men's facility = P x 0.5 = 172

R = Number of persons using women's facility = P x 0.5 = 172

The required facilities may be determined by entering the value for persons/hour into the following table:

Existing Type "6"

Persons/hour using rest room during design hours (Q)	Number of facilities - men's room: Urinals	Toilets	Wash basins	Hand dryers: Paper towels	or Air dryers
0-105	2	2	2	2	2
105-225	3	3	4	3	4
225-315	4	4	5	4	6
315-375	5	4	5	4	7
375-435	7	4	5	5	7
435-500	9	5	7	5	8

Persons/hour using rest room during design hours (R)	Number of facilities - women's room: Toilets	Wash basins	Hand dryers: Paper towels	or Air dryers
0-105	4	3	2	2
105-225	6	4	3	4
225-315	9	6	4	6
315-375	10	6	4	7
375-435	12	8	5	7
435-500	14	8	5	8

Use Type "8" Expansion

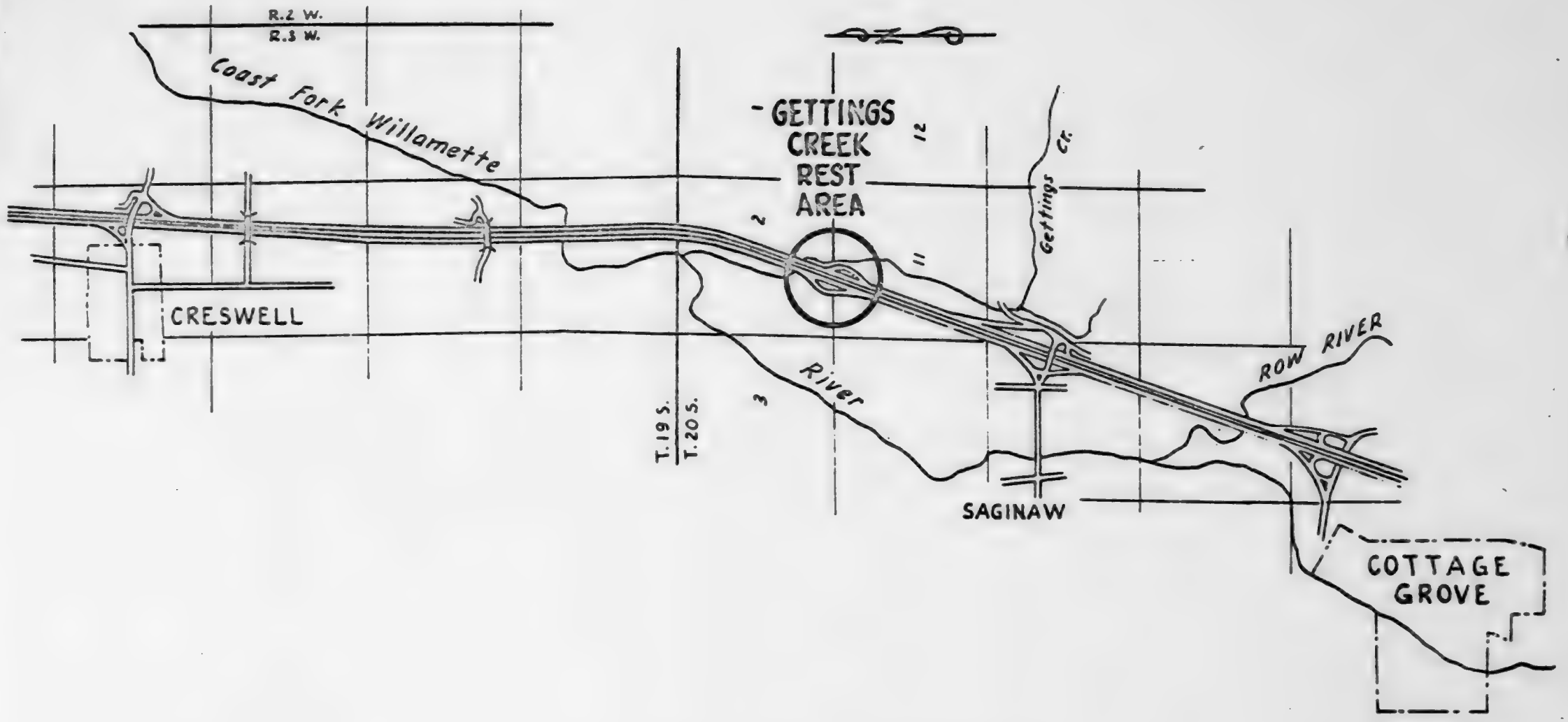
IV Other Facilities

S = Picnic tables (includes shelters w/tables) = M x .4 = 30
(Factor of .3 to .5 may be used where local conditions so dictate)

T = Litter receptacles = M x .3 = 23
(Factor of .2 to .4 may be used where local conditions so dictate)

U = Drinking fountains = M x .1 = 8

APPROVED LANDSCAPE ENGR.



OREGON STATE HIGHWAY DIVISION

Hearing Map

GETTINGS CR. REST AREA

PACIFIC HIGHWAY I-5

LANE COUNTY

5.27

STATE OF OREGON 1859

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

Cleighton Penwell
EDWARD G. WESTERDAHL, II
Director

June 22, 1971

R. L. Porter, State Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

Re: Gettings Creek Safety Rest Area
Clearinghouse #71.0228

LANE CO.

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has officially completed the review of this program as required by Governor's Directive No. 01-270-02.

Your Notice of Intent was referred to the appropriate state agencies for review. All respondents indicated concurrence and approval.

cc: June 24, 1971
R. E. Simpson, FHWA
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
H. S. Cox
B. L. Gifford
D. D. Allen
C. T. Keasey

The Department of Environmental Quality is quoted as follows:

"We concur and approve the project #71.0228. Waste treatment or disposal facilities must be reviewed and approved by the appropriate review agency prior to construction."

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell

NOTED
TOM EDWARDS

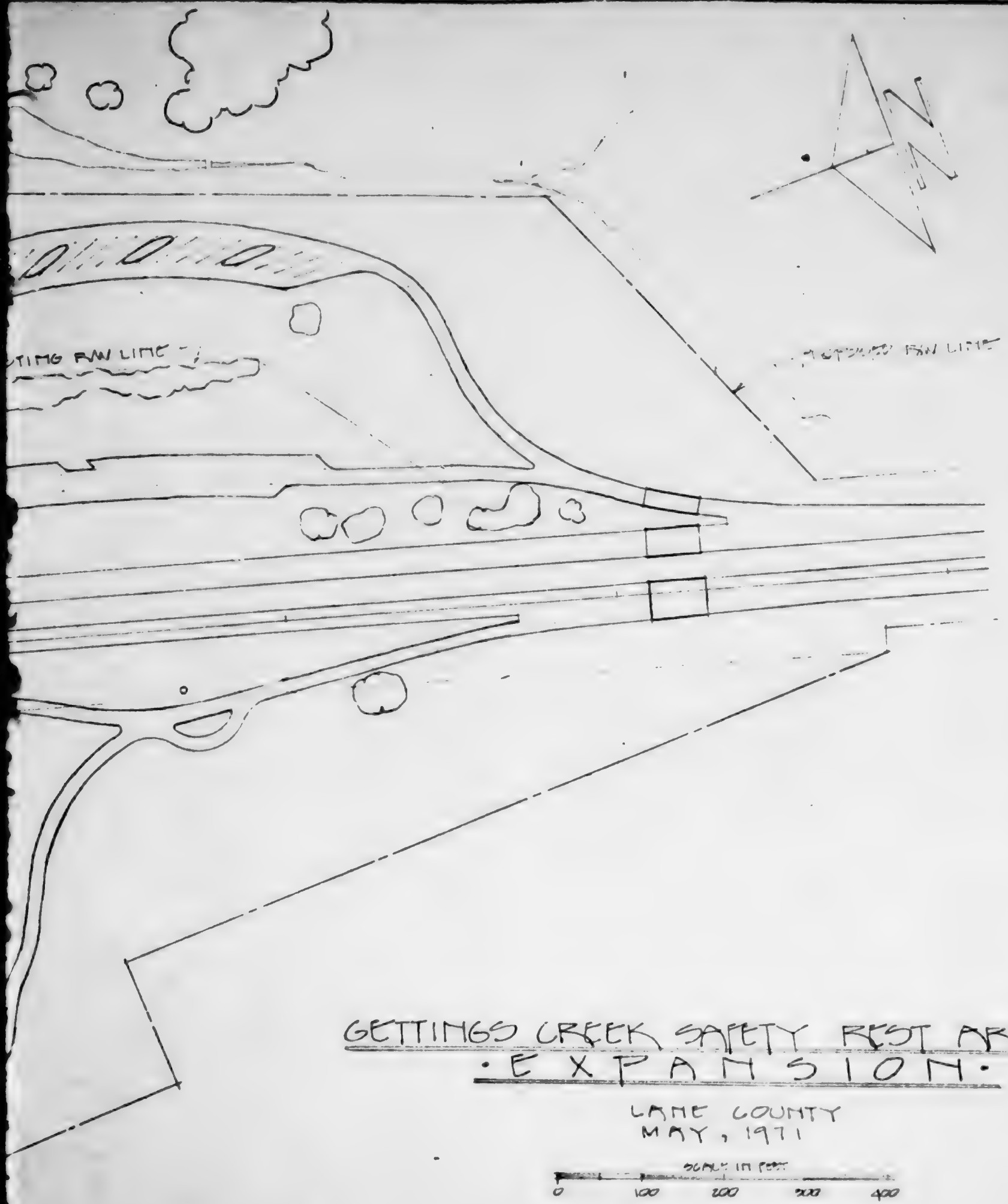
NOTED
R. N. CHASE

cc: Lane Council of Governments

Young 6-24-71

RECEIVED
JUN 24 1971
PROGRAM & PLANNING
DIVISION

BEN GIFFORD



GETTINGS CREEK SAFETY REST AREA
·EXPANSION·

LAKE COUNTY
MAY, 1971

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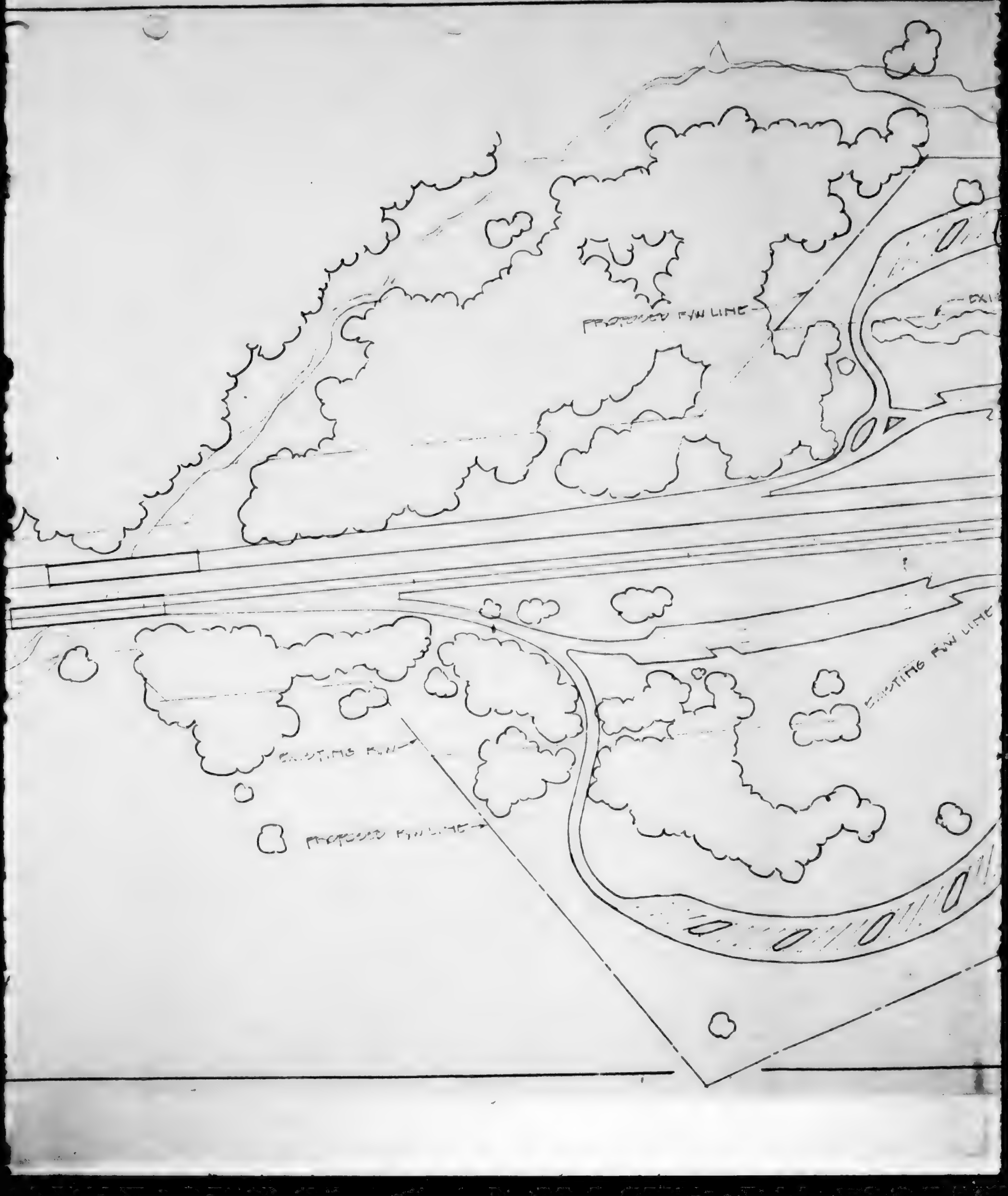
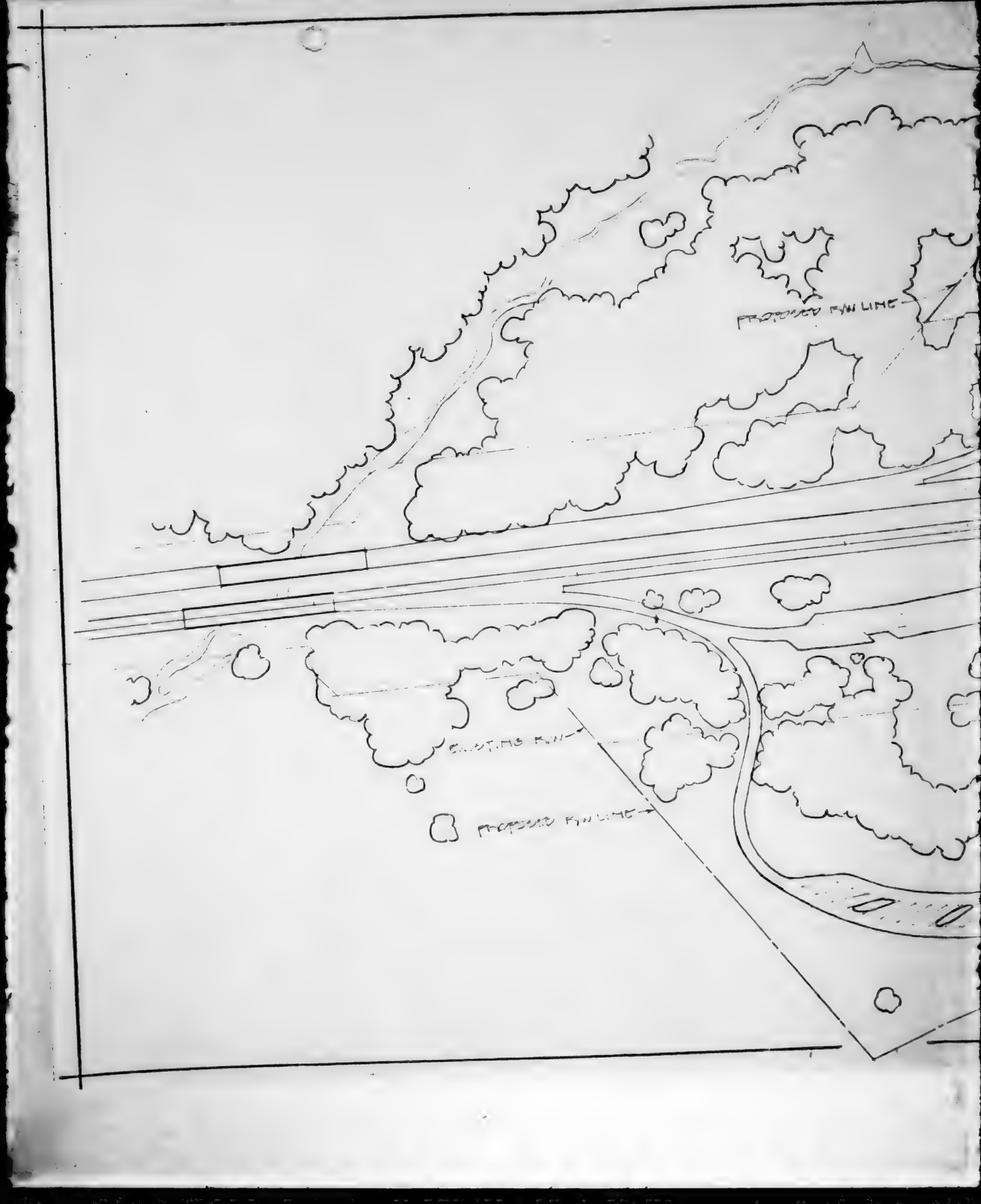

PROPOSED R/W LINE
EXISTING R/W LINE
EXISTING R/W
PROPOSED R/W LINE


PROPOSED R/W LINE
EXISTING R/W
PROPOSED R/W LINE

835

RECEIVED
AUG 10 1971
FOR FILING

RECEIVED
AUG 9 1971
PROGRAM & PLANNING
DIVISION

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 27, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Gettings Cr. Safety Rest Area
Expansion
Lane County

This negative declaration is to accompany our request for approval of Federal-Aid Highway Project I-5-3(-)178.

LOCATION AND DESCRIPTION OF PROJECT

The Gettings Creek Safety Rest Area is located on Pacific Highway, I-5, in Lane County, three miles north of Cottage Grove. There are two units, one on each side of the highway, which are capable of serving 31 cars and 10 trucks per unit.

The proposal is to increase the capacity of the existing rest area to accommodate approximately 60 cars and 20 trucks per unit based on 1985 ADT projections. To adequately serve the increased capacity, the project calls for additional water storage reservoirs and pump facilities, toilet buildings, septic tanks with accompanying drain fields, and an additional trailer sanitary station. Associated with this work, there will be expansion of table, shelter, drinking fountain, walkway and lighting facilities.

An additional water source has not been located; however, the possibility of a new well in the easterly unit is being investigated. Twenty-five thousand-gallon underground water storage reservoirs will be used, with the chlorination units housed in a ground-level building above the reservoir.

Each toilet building requires a ten thousand-gallon minimum capacity double compartment septic tank designed in accordance with specifications in Public Health Service Publication No. 526 as revised 1967. Drain field size and type will be determined after percolation tests are made at the site. A complete plan of building, septic tank, and drain field locations will be submitted to the Oregon State Board of Health Sanitary Division for approval prior to final design.

NOTED
R. D. ASBURRY

Bridge structures, over Brown Creek south of the rest areas, require widening to accommodate acceleration and deceleration lanes. This will be done without adversely affecting channel characteristics of Brown Creek.

PURPOSE OF PROJECT

Expansion is needed to meet projected increased use. This will keep the present facilities from being either overrun or overloaded, and will maintain the present level of service through the projected 1985 traffic growth.

DISCUSSION OF ENVIRONMENTAL IMPACTS

There will be minimal adverse impact by this action. The additional land (approximately 30 acres) required for expansion will be lost for further agricultural use. The present use is primarily for grassland. No buildings are included in the takings. Trees that were planted in the original construction will be replanted elsewhere on the project. The project is designed to avoid disturbing the native vegetation.

BASIS FOR NEGATIVE DECLARATION

There will be a minimal environmental impact generated by this project. All installations will be compatible with the existing facilities, and will increase the total rest area capacity. Land acquisition will not substantially reduce the economic productivity of the area.

We therefore submit this negative declaration as the opinion of the Highway Division staff and respectfully request your concurrence.

Very truly yours,

R. L. Porter
State Highway Engineer

By
F. B. Klaboe
Assistant State Highway Engineer

Endorsement to Oregon State Highway Division

Concur _____ Date AUG 5 1971
For Division Engineer

AG:dg

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
F. L. Hall
C. T. Keasey

RECEIVED
AUG 9 1971
PROGRAM & PLANNING
DIVISION

RECEIVED
AUG 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

EXECUTIVE DEPARTMENT
PROGRAM PLANNING DIVISION
FEDERAL AID COORDINATION UNIT
301 Public Service Bldg., Salem, Oregon 97310

Kealoe cy E.O. 6-7-71

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING June 4, 1971

Distribution of information relative to these projects has been made to selected state agencies for review. If your agency was not included in the distribution and you desire to examine and comment on any of the proposals, information will be supplied upon request.

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
71.0226	City of Seaside	Sewage Treatment Plant Improvements $163,400	Seaside	1
71.0227	Highway Division	Santiam River Safety Rest Area $580,000	Marion County	3
71.0228	Highway Division	Gettings Creek Safety Rest Area $600,000	Lane County	5
71.0229	Highway Division	Siskiyou Safety Rest Area $ 50,000	Jackson County	8
71.0230	Highway Division	Rocky Point-Lake of the Woods Hwy. Jct. $1,100,000	Klamath County	11
71.0231	Mid Willamette Valley CAC	Senior Opportunities and Services Supplement $ 26,228	Marion and Polk	3
71.0232	Mid Willamette Valley CAA	Manpower Development $ 40,410	Marion and Polk	3
71.0233	Jackson County CAC	Mobilization of Resources $ 84,260	Medford	8

Young 6-7-71

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING June 4, 1971

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
71.0234	Benton Linn Economic Opportunity Council Mid Willamette Valley CAA	Mobilization of Resources $100,000	Marion, Polk Benton, Linn	3, 4
71.0235	Development Opportunity, Inc.	Manpower Development $ 80,000	Clackamas County	2
71.0236	Coos, Curry, Douglas Economic Improvement Association	Economic Improvement Program $ 60,000	Coos, Curry and Douglas Counties	6, 7
71.0237	Highway Division	Memaloose Safety Rest Area $400,000	Wasco County	9
71.0238	Highway Division	Cabin Creek Safety Rest Area $470,000	Douglas County	6
71.0239	City of Corvallis	South Corvallis Park $ 14,000	Corvallis	4
71.0240	Board of Education	State Plan Review - ESEA Title III - Innovative and Exemplary Programs $1,304,634	Statewide	
71.0241	Board of Education	State Plan Review - Vocational Education $4,350,435	Statewide	
71.0242	Oak Lodge Sanitary District	Sewage Treatment Plant Modifications $840,200	Oak Lodge	2
71.0243	Eastern Oregon Community Development Council	Citizens for Progress through Law $ 36,674	Baker, Union	13

831

RECEIVED JUN 1 1971 FOR FILE

STATE OF OREGON

INTEROFFICE MEMO

TO: R. L. Porter, State Highway Engineer DATE: June 1, 1971

FROM: Federal Aid Coordination Unit
Program Planning Division
301 Public Service Bldg., Salem 97310

SUBJECT: Gettings Creek Safety Rest Area
Clearinghouse #71.0228

6-7-71

We have received your Notice of Intent and assigned the file title and number that appear above. It would be helpful if you refer to this number in any future correspondence.

We have distributed copies of your Notice to the appropriate agencies with a request that they reply by June 21, 1971.

If you have questions or need assistance, please let us know.

NOTED
F. B. KLABOE

RECEIVED
JUN 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

81-125.0015
WICKSTROM

NOTED
TOM EDWARDS

.1315

RECEIVED
MAY 28 1971
FOR FILING

May 27, 1971

Executive Department
Federal Aid Coordination Unit
301 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 5 — Gettings Creek Safety Rest Area
Pacific Highway, I-5, Lane County

The estimated date of filing for federal-aid funds on this project is September 1, 1971. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
H. S. Cox
B. L. Gifford
R. N. Chase
D. D. Allen
C. T. Keasey

yellow

NOTICE OF INTENT · STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Gettings Creek Safety Rest Area
Pacific Highway, I-5, Lane County

May 27 1971

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 6563 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ..... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. Project Location

Administrative District Five (5) City ---

County Lane Special District(s) (if applicable) ---

Other affected jurisdictions/agencies ---

3. Federal Program

Common Program Name Federal-Aid Interstate

Authorizing Legislation Title 23 U.S.C. Highways (Public Law No. and Title)

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Administration Renewal Application .....

---

4. Estimated Project Cost

Federal Share $ 554,000 Source of State Agency Share

Loan ..... Grant .....

Local Applicant Share (---) General Fund $ ---

(if any) $ ---

State Agency Share $ 46,000 Other Funds (specify) $ 46,000 Highway

Other (Specify) $ ---

Indirect Cost Reimbursement

No X Yes ..... $ ..... (Approx)

Total $ 600,000

Will Federal share change: No X

Yes, from .....% to .....%

When .....

5. **Period Covered by Projects**

Beginning date ..... October, 1971
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) ..... 1 year

Approximate ending date ..... November, 1972

Will renewal be requested? Yes ..... No ..... X .....

6. **Estimated Application Filing Date** ..... September 1, 1971

7. **Project Description - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)**

GETTINGS CREEK REST AREA, Pacific Hwy., I-5, Lane County

This project will consist of preliminary engineering, acquisition of right-of-way, grading, paving, and incidental work required to expand the existing facility to accommodate the traveling public.

Details of construction as follows:

Work consists of expanding the size of parking area to accommodate 58 cars and 19 trucks per unit.

Improvement of water system by providing storage reservoirs and pumping facilities.

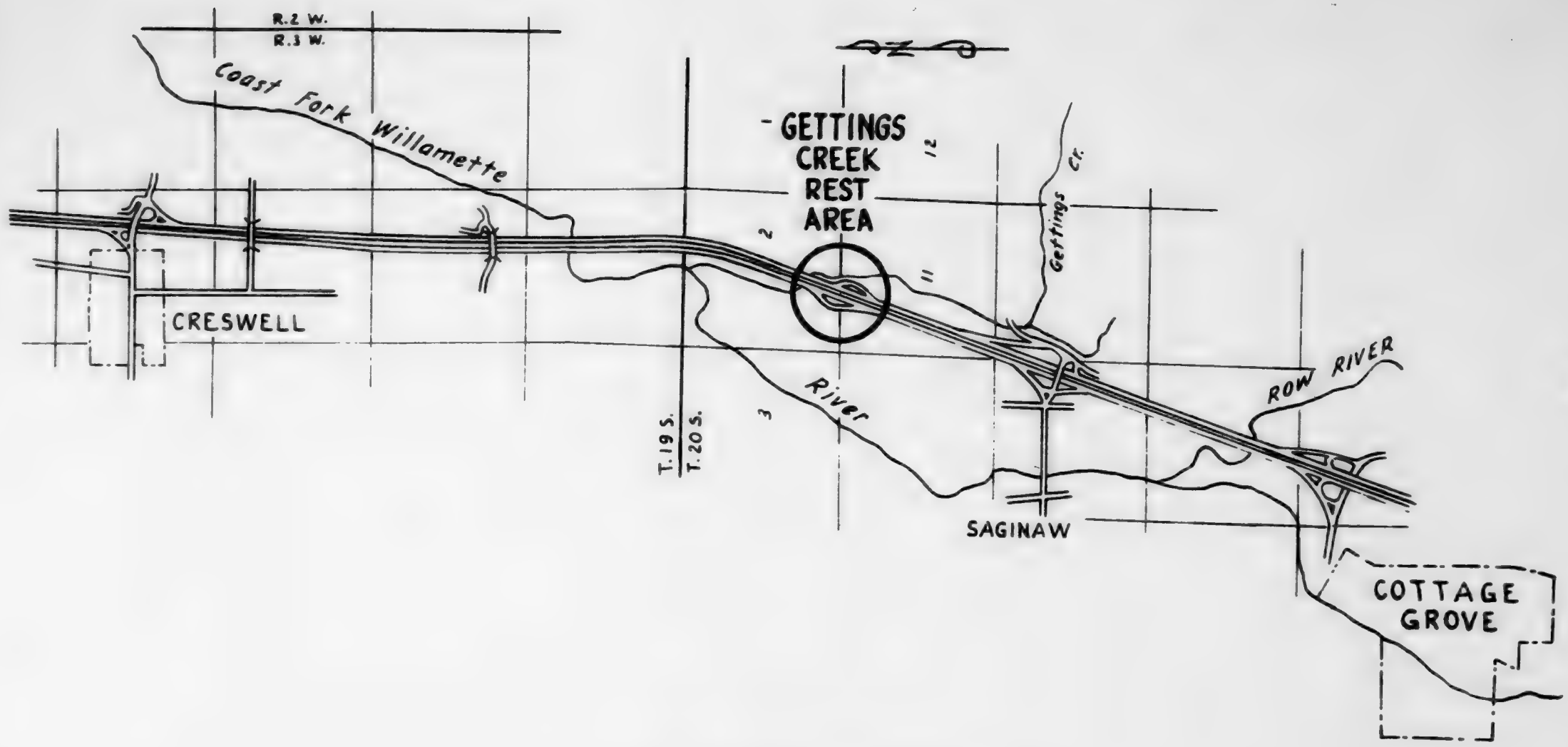
Construction of additional Type 8 Toilet Building with septic tank and disposal field, also trailer sanitary station.

Area Illumination.

Construction of tables, shelters, drinking fountains and walks.

This project is related to the "Goals for a Livable Oregon" by the expansion of this safety rest area for the benifit of the traveling motorist.

See attached map for geographical location.



OREGON STATE HIGHWAY DIVISION

Hearing Map

GETTINGS CR. REST AREA

PACIFIC HIGHWAY 1-5

LANE COUNTY

8316 Powder River Br. Sec. 1975
about 5 mi. N. of Baker
(Irrigation ditches & struc. [redacted]

C & A 5181 1-8-75

C & A 5499 11-17-75

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

October 13, 1977

Contract 8316
RS-01-106(1)

The Honorable Dennis L. Fuller
Baker County Judge
Baker County Courthouse
Baker, Oregon 97814

Dear Judge Fuller:

RE: Powder River Bridge, FAS 8516, and
Powder River (Huckleberry) Bridge

Enclosed is the itemized statement of final costs for the referenced projects. Note that we subtracted the engineering cost for the Huckleberry Bridge from the refund for the Powder River Bridge, FAS 8516.

Within the next few weeks, the County should receive a refund in the mail in the amount of $88.16.

Please disregard my previous correspondence regarding refund on the Powder River Bridge, FAS 8516. If you should have any questions, please contact me.

Sincerely,

George Strawn
George Strawn
Region Planning Coordinator

GS/dm
Enclosure

cc: Finance Section
Project Management Section

PROJECT MANAGEMENT
PME ☑ CCE ☑ OM ☐
LGE ☑ FAE ☐ OPE ☐
OCT 14 1977

File: PM FA
TAA Reynolds LG OP

81-734-3123

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67008-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Baker County Court
Courthouse
Baker, OR 97814
Attention of Honorable Dennis L. Fuller
County Judge

Request No. (assigned by staff engineer or head of section) cc 1743

Date October 4, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing - Powder River Bridge Section
FAS B516 (formerly FAS 1-106) RS-1-106(1)
Covered by agreement dated October 24, 1973

NOTE - Transferred $4,125.38 to the Powder River (Huckleberry) Bridge Project for the construction engineering costs. Covered by the Order to Render Service #5-196. Prefix 7922-594-632

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		County Advance Deposit	$14,700.00	
		County Share of Construction Costs	10,486.46	
		Remaining Advance Deposit		$4,213.54
		Transferred to Huckleberry Bridge Project for engineering costs		4,125.38
		Refund due County (See CA 1822)		$ 88.16

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 14,700.00

Give the number of the last previous request in connection with this same service.

Credit distribution:
501-1085-297

Submitted by:
Harold Reynoldson

Approved:
Regional Engineer

Approved:
for Gerald Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8316

43

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: Oct 4, 1977

County Baker Contract No. 8316 Date Completed 5/14/76

FAS B516(formerly 1-106) Section Powder River Bridge

~~PAYMENTS TO CONTRACTOR~~

ITEM	TOTAL COST
Payments to Contractor	$109,931.62
Engineering	19,507.29
Equal Opportunity	24.87
TOTAL COST OF PROJECT	$129,463.78
Federal Funds Collected	$108,490.87

Per agreement, the County's share of construction costs are as follows:

½ ($129,463.78 - $108,490.87)	=	$ 10,486.46
County Advance Deposit		$ 14,700.00
County Share of Construction Costs		10,486.46
Remaining Advance Deposit		$ 4,213.54
Amount transferred to Huckleberry Bridge for Engineering Costs		$ 4,125.38
Refund due County		$ 88.16

Reference: Billing Form cc 1743

August 19, 1976

Safeco Insurance Co.
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On August 11, 1976, we wrote to you concerning release of final payment on Contract No. 8316 awarded to Ross Bros. Construction, Inc. for work on the Powder River Bridge Section of FAS 01-106 in Baker County.

The total contract amount is $109,931.62 including $625.36 for work performed under force account.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

kkr

cc: Ross Bros. Construction, Inc.
3501 Brooklake Rd. No.
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
W. E. Schwartz

831

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Powder River Bridge		WEEK ENDING: June 25, 1976
		SECTION PREFIX: 501-1085
HIGHWAY: FAS 01-106 (Chandler Lane)		COUNTY: Baker
NAME OF JOB: Powder River Bridge Section	KIND OF WORK: Irrigation Ditches and Structure	
CONTRACTOR: Ross Bros. Construction Co.	CONTRACT NUMBER: 8316	FEDERAL AID PROJECT NUMBER: RS-01-106(1)
DATE OF CONTRACT: 12/8/75	DATE WORK STARTED: 12/8/75	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 200	CALENDAR DAYS USED 148
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 74
PROJECT AUTHORIZATION: $133,251.84		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $122,658.61	ENGINEERING AUTHORIZATION $10566.23	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $109,893.99	This Week 473.27	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 92.2
	ENGINEERING COST TO DATE $12911.72	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 10.4 %	PERCENT OF AUTHORIZATION 122.2 %	May 14, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	NA				
MILES PARTIALLY COMPLETED	NA				
MILES COMPLETED	NA				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	250 cy				
TOTAL QUANTITIES CORRECTED TO DATE	152.32 cy				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	152.32 cy				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7759A	RCBC						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Calendar Day Charges ended May 14, 1976, when project
MONDAY				was completed.
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker

RECEIVED
JUN 28 1976
CONSTRUCTION
SECTION

Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity.
MONDAY	Two men in office working on Semi-final estimate.
TUESDAY	Two men in office working on Semi-fianl Estimate. Estimate submitted to Region office this date.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final Report.

SIGNED H M Fillmore LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

631.1

STATE COPY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NO. 1-16	FEDERAL-AID PROJECT AGREEMENT 1-5 74	County: Baker
		Project No.: RS-01-106(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 0.5 mi. E. of Jct. US 30, E 3.6 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-28-75	0.012
OTHER *(Specify)*		

FUNDS Pro rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 133,251.00	$ 104,187.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator _____

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, December 16, 1975

Federal-aid Project
No. RS-01-106(1)

POWDER RIVER BRIDGE SECTION
FAS 01-106, CHANDLER LANE
BAKER COUNTY

Project Agreement Estimate.

Type Code Y007
Roadway (Sta. 24+50 to Sta. 27+50)(Sta. 169+50 to 190+00)

Temporary Protection and Direction of Traffic	All Specified	2,500.00	$ 2,500.00
Temporary Signs	171 sq.ft.	8.00	1,368.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	350 cu.ft.	6.50	2,275.00
Temporary Barricade	12 only	100.00	1,200.00
Flagmen	240 hrs.	15.00	3,600.00
Temporary Bridge Rail	63 lin.ft.	20.00	1,260.00
Clearing and Grubbing	All Specified	2,000.00	2,000.00
Removal of Structures and Obstructions	All Specified	2,500.00	2,500.00
Ditch Excavation	1,493 cu.yd.	3.50	5,225.50
Embankment in Place	250 cu.yd.	4.00	1,000.00
Trench Excavation	273 cu.yd.	6.00	1,638.00
Concrete in Box Culverts	24 cu.yd.	175.00	4,200.00
Reinforcement in Box Culverts	3,800 lbs.	.40	1,520.00
Concrete Diversion Box	1 only	4,500.00	4,500.00
12-inch Irrigation Pipe	86 lin.ft.	11.00	946.00
30-inch Irrigation Pipe	36 lin.ft.	20.00	720.00
54-inch Arch Type Irrigation Pipe	140 lin.ft.	50.00	7,000.00
Bedding Material	76 cu.yd.	10.00	760.00
Guardrail, Type 2A	350 lin.ft.	13.00	4,550.00
Guardrail Anchors, Type 1	4 only	300.00	1,200.00
Rail End Pieces, Type C	4 only	150.00	600.00
Loose Riprap, Class 100	322 cu.yd.	10.00	3,220.00
			$53,782.50

Anticipated Items

Temporary Erosion Control	All Required	200.00
Salvage and Reinstall Headwall and Measuring Gage	All Required	2,000.00
		$ 2,200.00
Subtotal		$55,982.50
Engineering		7,557.50
Total		$63,540.00

Type Code X031
Bridge Widening #7759A (Sta. 185+78.5 to Sta. 186+41.5)

Alterations to Existing Structure	All Specified	10,000.00	$10,000.00
Shoring, Cribbing, Etc.	All Specified	4,500.00	4,500.00
Structure Excavation	470 cu.yd.	5.00	2,350.00
Structure Excavation Below Elevations Shown	40 cu.yd.	20.00	800.00
Structural Concrete, Class 3300	95 cu.yd.	142.00	13,490.00
Structural Concrete, Class 4000	25 cu.yd.	200.00	5,000.00
Reinforcement	15,100 lb.	.30	4,530.00
Structural Steel (20,000)	All Required	16,500.00	16,500.00
Metal Rail	All Specified	3,500.00	3,500.00
48-inch Slide Gate	1 only	750.00	750.00
	Subtotal		$61,420.00
	Engineering		8,291.00
	Total		$69,711.00

Length of Structure - - - - 0.012 mile.

SUMMARY OF FUNDS

	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$ 63,540.00	$ 49,680.00	$ 6,930.00	$ 6,930.00
Structure	69,711.00	54,507.00	7,602.00	7,602.00
Total	$133,251.00	$104,187.00	$14,532.00	$14,532.00

Group 1 - 100%
Contract No. 8316
Prefix No. - 501-1085

831 b

fas 01-106
Baker Co

bc: Mr. Roger Lang-Upon receipt of the above advance deposit would you please so inform Carl Nelson by telephone (378-6563) and forward the payment directly to the Highway Finance Section along with one of the attached Notification of advance deposit forms

November 21, 1975

Baker County Court
Courthouse
Baker, OR 97814

Att: Mr. Durward Best
Roadmaster

RE: Advance Deposit
Powder River Bridge Section
FAS 01-106
Baker County

Gentlement

On November 20, 1975 the Highway Division opened bids on the subject project. The apparent low bid was submitted by Ross Brothers Construction Inc., 3501 Brooklake Rd., Salem 97303. Based on the bid the cost of the project is as follows:

Bid items	$115,202.50
Temp. Erosion Control	200.00
Salvage and reinstall headwall and measuring gage	2,000.00
Contingencies 4-1/2%	5,283.11
Engineering 9%	10,566.23
Total	$133,251.84

Per agreement between state and county the 11% advance deposit required from the county prior to the award of the contract is 11% of $133,251.84 is $14,657.70 rounded to $14,700.00.

Please make this advance deposit in the amount of $14,700.00 payable by check or warrant to the Oregon State Highway Division and forward to Mr. Roger Lang, Region 5 Federal Aid Engineer, LaGrande 97814.

We wish to remind you that your advance deposit must be in Salem so that the contract can be awarded within 30 days after the bids have been opened.

Very truly yours,

Robert H. Prange
Rural Engineer

HR:dp

November 17, 1975

Baker County Court
Courthouse
Baker, OR 97814

Attention: Anita C. Johnson
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 5144

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Powder River Bridge Section on Chandler Lane.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

FAS 1-106
Baker Co

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE November 7, 1975

TO Verne Allen
Regional R/W Supervisor

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT Powder River Bridge Section
FAS 1-106
Baker County

I am attaching a copy of a certificate received by County-City from Baker County in regard to the right-of-way on the above project.

Please note that all four boxes are checked. As this contradicts itself, we would appreciate it if you would check the project, find out the status of the right-of-way and explain to the Commissioners which boxes should have been checked.

JRO:ha
cc Don Harwell

RECEIVED
COUNTY & CITY SECTION
NOV 10 1975
☐ ENGR. ☐ COOR. ☑ DE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

OREGON STATE HIGHWAY DIVISION
State Highway Building, Rom 203
Salem, Oregon 97310

Attention: County-City Unit

SUBJECT: Federal Aid Project No. RS-01-106(1)

Project Name FAS 1-106

Powder River Bridge Section

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to federal aid project have been secured.

2. We hereby certify that:

   ☑ Additional right-of-way will not be required for this project.

   ☑ There has been no displacement of persons from residences, farms, or businesses; or

   ☑ All incidental charges related to the transfer of property have been paid by county in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

   ☑ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, business, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Baker, Oregon,

this 29th day of October, 1975.

County of Baker

Lenard L. Fuller
County Judge/Chairman

F. Herbert Smith
Commissioner

George C. Dickinson
Commissioner

c.c. John Oaks
C. G. Swanson
D. E. Swan

R/W File No. _____
6/23/75

fas 01-106
Hearing
Baker Co

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon
February 28, 1975

FILE:

FROM: R. C. Lang
Regional Federal Aid Engineer

TO: L. W. Rulien
Project Management Engineer

S A L E M

SUBJECT: La Grande-Baker-Powder
River Section
Chandler Lane, FAS 01-106
Baker County

Attached are copies of letters dated February 24 and 26 from Judge Dennis L. Fuller, Baker County, showing that citizens were offered the opportunity of a public hearing and that no citizen responded to the court.

The court has considered the socio-economic and environmental impact and does request location/design approval.

Please advise if you need further information.

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
MAR - 3 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

RCL:je
Attachments

cc: Judge Fuller
H. M. Fillmore
Don Harwell

PROJECT MANAGEMENT SECTION		
ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS: MAR - 3 1975		

RE ☐ RCE ☐ RBE ☐ RME ☐
ROE ☐ FEB 28 1975 ☐
RDE ☐ RECEIVED REGIONAL OFFICE ☒

February 26, 1975
Baker, Oregon 97814

Mr. Roger C. Lang
Oregon State Highway Division
P.O. Box 805
La Grande, Oregon 97850

Dear Roger:

The Baker County Court has considered the social, economical, and environmental effects of the proposed location and design of the Chandler Lane highway project and has concluded from it's consideration and study that these respective effects are negligible.

Therefore, the Baker County Court requests approval of the project as designed.

Thank you,

Dennis L. Fuller
County Judge
Baker, Oregon 97814

DLF:tc

RE RCE RBE RME
ROE FEB 25 1975
RDE RECEIVED REGIONAL OFFICE

February 24, 1975
Baker, Oregon 97814

Mr. Roger C. Lang
Oregon State Highway Division
P.O. Box 805
La Grande, Oregon 97850

Dear Roger:

Enclosed herewith xerox copy of affidavit of publication and road hearing notice regarding Chandler Lane as published in The Record Courier on January 30, 1975 and February 6, 1975.

The hearing notice stated that any interested citizen could request a public hearing. The hearing covered the social, economical, and environmental effects of the proposed location and design of the highway project on Chandler Lane and asked them to appear before February 20, 1975 or deliver a written request to the Baker County Court before that time.

The Baker County Court has received no written request and have had no one appear in person, therefore, this negative report concerning the projected hearing.

Please follow through if any negative environmental impact statement is made.

Thank you,

Dennis L. Fuller
County Judge
Baker, Oregon 97814

DLF:tc
Enc:

ROAD HEARING NOTICE

Notice is hereby given that Baker County has proposed plans for future right-of-way acquisition and construction on the LaGrande-Baker Highway (Hwy 30) Powder River section of Chandler Lane lying in North Baker County, Oregon. The proposal consists of grading, draining, base surfacing and structure widening on Chandler Lane between LaGrande-Baker (Hwy. 30) Highway and the Powder River.

This notice is given in compliance with federal regulations and state statutes pertaining to this type of proposal whereby it is required that public notice be given to enable interested persons to request a hearing on the proposal.

Any interested citizen may request that a public hearing be held covering the social, economic, and environmental effects of the proposed location and design for this highway project by delivering a written request to the Baker County Court on or before February 20, 1975.

In the event such a request is received, a public hearing will be scheduled and adequate notice will be publicized regarding the date and location of the hearing.

Maps, drawings and other information about the proposed project are available at the Baker County Courthouse for inspection and copying. A statement regarding the environmental effects the proposal will have on the area is also available at the County Courthouse for review and information.

Date of first publication of this notice is January 30, 1975.

DENNIS L. FULLER
County Judge

(5-6)

FEB 21 P.M.
COUNTY COURT
DEPUTY

AFFIDAVIT OF PUBLICATION

State of Oregon, County of Baker, ss.

I, Byron C. Benton, being first duly sworn, depose and say that I am the owner - printer of The Record-Courier, which is a weekly newspaper of general circulation published in Baker, in said county and state; that such newspaper is made up of at least four pages of five columns each and of at least 17¾ inches in depth of type matter; that such newspaper was regularly and uninterruptedly published once each week for at least twelve consecutive months immediately preceding the first publication of the attached Road Hearing Notice

and has more than 200 bona fide subscribers within said county; that the Road Hearing Notice

of which the one hereto attached is a true and correct copy as printed, was published in the regular and entire issue of said newspaper and not in any supplement thereof, once each week for 2 successive and consecutive weeks, being published 2 times, commencing with the issue dated the 30th day of January, 1975, and ending with the issue dated the 6th day of February, 1975

That the amount of charge actually made and to be collected by such newspaper for such publication is $12.00

Byron C. Benton

Subscribed and sworn to before me this 7th day of Febr, 1975.

Barbara Lee Shaw
Notary Public for Oregon.

My commission expires June 6, 1977

FAS 01-106
Baker Co

OREGON STATE HIGHWAY DIVISION

P. O. Box 850
La Grande, Oregon 97850

Telephone 963-3177

January 20, 1975

Honorable Dennis I. Fuller
County Judge
Baker County Courthouse
Baker, Oregon 97814

Dear Judge Fuller:

In conformance with Federal Statutes, Regulations and the Oregon Action Plan, the La Grande - Baker - Powder River Section, Chandler Lane, FAS C1-106, has been assigned a category III project classification for which a negative environmental assessment has been prepared.

In order to fully comply with the statutes, regulations and the Action Plan, the county must now offer the citizens of the area an opportunity of a public hearing. You may offer the opportunity for a public hearing inttwo ways.

1) Contact the property owners abutting the proposed project in full. If no one objects to the project and to the acquisition of right of way, and if one one requests a public hearing, the county may send me a letter similar to attachment number I.

2) Place a notice in both local newspapers for two successive weeks to give interested persons the opportunity to request a public hearing. If after a three week deadline, no requests for a hearing are received, the county should submit affidavit of publications. A transmittal letter should state that notices were published, no requests for public hearings were received, that the county has considered the socio-economic and environmental impacts and does request location-design approval. Sample hearing notices are enclosed (attachment #2 and #3) should you elect to use this method.

RECEIVED
COUNTY & CITY SECTION
JAN 22 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☑

In either method, you must identify that an environmental statement (assessment) is available, which I enclose. Also, enclosed are three sketched maps of the proposed project.

We will be discussing the entire proceedure in length during our meeting on February 4, 1975. In the meantime if you have any question, do not hesitate to contact me.

Sincerely,

S. E. Schwartz
Regional Engineer

By

R C Lang

R. C. Lang
Regional Federal Aid
Engineer

RCL:fv

Attachments

cc: L. W. Rulien
Don Harwell
Bob Ewen

Rm. 203

SALEM, OREGON
January 16, 1975

TO: Mr. Roger Lang
Region 5 Federal Aid Engineer
LaGrande

RE: LaGrande-Baker Highway-Powder River Sec.
Chandler Lane, FAS 01-106
Baker County

FROM: Robert H. Prange
Rural Engineer
County-City Unit

Attached are some hearing materials for your transmittal to Baker County for their use in providing the opportunity for a public hearing.

The County can afford the opportunity for a public hearing in two ways.

Method 1. Contact the abutting property owners and explain the project. If no one objects to the project and to the acquisition of right-of-way, and if no one requests a public hearing, the County may send a letter to us similar to the attached.

Method 2. Place a notice in the local newspaper for two successive weeks to give interested persons the opportunity to request a public hearing. If after a three-week deadline, no requests for a hearing are received, the County should submit affidavit of publications. The transmittal letter should state that notices were published, no requests were received, that the County has considered the socio-economic and environmental impacts and does request location-design approval.

In either method the County must make known that an environmental statement is available. I am sending you a copy of the environmental assessment for the project for the County's use. Since the project has been classified as a category 3 project, non-major, this assessment will be the only statement made on environmental effects.

RHP:scr

Attachment

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

WILDLIFE
COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

January 14, 1974

cc's sent 1-18-74

E.S. Hunter
L.H. Young
W.J. Hart
C.G. Swenson
F.E. Terpin (3)
W.E. Swartz (4)
R.C. Pool (2)

Mr. Victor E. Wolfe
Location Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Wolfe:

The Wildlife Commission has completed its review of your prospectus for the proposed projects:

La Grande-Baker Highway-Powder River Section
Chandler Lane, FAS 01-106, Baker County

Little Deschutes River (Burgess) Bridge Section
FAS 555, Deschutes County

Foothills Drive Section
FAS C-23-198, Malheur County

The Wildlife Commission does not anticipate serious adverse impacts from these projects. However, we would appreciate receiving more detailed project plans as they are developed.

Thank you for this opportunity to comment. If we may be of any further assistance, please call.

Sincerely,

Jim E. Lauman, Biologist
Environmental Management Section

JEL:lo

cc Fish Commission of Oregon
Central Region
NE Region
SE Region

E.S. [illegible]
L.H. Young
W.J. Hart
C.G. Swenson
F.E. Terpin
W.E. Schwartz

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

McCALL
GOVERNOR

COMMISSIONERS
H. L. EOFF
Chairman
F. SHIELDS
Co-Chairman
EE A. SMITH
Member
AAS E. KRUSE
Fisheries Director

December 19, 1973

Mr. Victor D. Wolfe, Location Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Wolfe:

Our recommendations for the following title prospectus transmitted to us by your letter of December 15, 1973 are noted below.

La Grande-Baker Highway-Powder River Section
Chandler Lane FAS 01-105 Baker County

Little Deschutes River (Burgess) Bridge Section
FAS 555, Deschutes County

Foothill Drive Section
FAS-C 23-103, Malheur County

a. Minimize or eliminate channel changes where possible.

b. Minimize or eliminate streams siltation by not working in stream. Work behind cofferdam or berm if possible.

c. Reseed and replant exposed construction areas along streambed.

d. Prevent deleterious material such as petroleum and chemical waste from entering the stream during construction periods.

Sincerely,

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon Game Commission

NOTED
R. D. [illegible]

RECEIVED
DEC 21 1973
OFFICE ENGINEERING SECTION

RECEIVED
[illegible]
LOCATION SECTION

[illegible] CHANGE
OTED
H YOUR

[redacted]

PRO 4-3

F.A.S-C 01-106
Baker Co

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE December 9, 1974

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
Powder River Section (Chandler Lane)
(ie) La Grande-Baker Highway — N Powder
Baker County, FAS 01-106

RECEIVED
COUNTY & CITY SECTION
DEC 16 1974
☐ ENGR. ☑ COOR. ☑ OE ☒ AE ■ UE
☑ UPE ☐ CE ☒ RE ☑ RPE ☐

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
H. S. Cox
D. E. Swan
B. L. Gifford
Region 5 (W.E. Schwartz)
District 13 (G.A. Starkey)

APPROVED
E. S. Hunter
E. S. Hunter
Date 12-10-74

RECEIVED
DEC 10 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date November 8, 1974

A. PROJECT IDENTIFICATION

Name of Project Powder River Section (Chandler Lane) FAS-C 01-~~106~~ 106 RS-01-106(-)
(Section)

Location of Project LaGrande-Baker (Highway Name) U.S. 30 (Highway No., US - ORE)

(City) Baker (County) 5 (Region)

Program FAS-C (Funding) $450,000 (Estimated Cost) (OSHD 501-1434) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: General Improvement. Rebuilding existing road to minimum standards. Road traverses land that is subject to periodic flooding. Objective is to raise grade and improve drainage. Chandler Lane is a principal collector route serving agricultural community.

Origin and History: Baker County received FAS-C status for the Powder River Section (Chandler Lane) in January of 1973. The Oregon State Highway Division will furnish engineering and environmental expertise. A-95 Review completed and commentary returned to OSHD (Nov. 1973). No area of conflict.

C. DESCRIPTION OF PROJECT

Length 3.6 miles

Termini LaGrande-Baker Highway - North Powder River

Alignment ☐ New ☒ Existing ☐ Combined Drainage ditch to be realigned. Degree of horizontal curvature to be slightly modified.

CATEGORY 3 PROJECT

NON-MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Temporary easement (11 acres pasture), permanent easement (1.1 acres pasture), fee R/W (0.7 acres pasture).

Typical Section Two 12-foot travel lanes, oil macadam surface; 4-foot shoulders.

Structures Present Chandler Lane bridge (Powder River) to be widened, one box culvert extended and one small bridge to be replaced with box culvert.

Characteristics (ADT) Principal collector route.

Other General Information (or Supplemental information to items) Most R/W has been acquired. Two sharp right-angle curves to be replaced with 14° curves. Relocation of irrigation ditch will require easement.

Project Sketch Map is Attached: [XX] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

None proposed

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [ ] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [ ] Required
Interagency Coordination - Baker County

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The project is located within the relatively flat Baker Valley at an elevation of approximately 3,300 feet msl. The Elkhorn Range of the Blue Mountains rises abruptly from the valley floor about 8 miles west of the project. These mountains attain elevations exceeding 8,000 feet, trend N-S and form an effective rain shadow. Average annual precipitation in the project area is about 9 inches, most (14%) of which occurs during the spring months. During January-March, temeratures average 29°F; temperatures for July-September averate 67°F. The valley is drained by the Powder River which also provides irrigation water. Valley soils tend to be alkaline with PHs exceeding 9.0 at some locations. Evaporation during the summer leaves a white Calcium carbonate residue at a number of locations. Because of the proximity of the Powder River local soil conditions and topography, the water table is high during much of the year. Flooding in the spring is not uncommon. The principal vegetation on the valley floor is salt grass (Distichlis stricta). Some water courses are lined with brushy riparian vegetation. Small fur bearing mammals inhabit the water courses. Trout may be taken from the Powder River.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The relatively short growing season of 138 days precludes the growth of many crops. Grazing and the growth of hay crops are the principal agricultural pursuits in the project area. Large tracts of land are irrigated by means of ditches or rotating pipe systems. Livestock production occurs throughout the project area. Because of drainage problems, most land is classed as II, III or IV in terms of agricultural potential (Soil Conservation Service Classification). Utilities in the project area include California Pacific, Northwest Pipeline, El Paso Natural Gas and General Telephone. Industrial pollution (other than animal wastes) is practically unknown. The settings rural and ~~does~~ not subject to significant noise.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

11 acres Temporary Easement (for Construction)
1.1 acres Permanent Easement (for Irrigation facility) - Being negotiated.
0.7 acres Fee R/W (for curve flattening)

Consequences:

No significant adverse impacts. Relatively little land will be taken out of agricultural production. Abandoned irrigation ditches will be filled for possible utilization as agricultural land.

2. Estimated Changes in Traffic Patterns:

None.

Consequences:

3. Estimated Changes in Land Use:

1.1 acres to include newly constructed irrigation ditch. Small parcels to facilitate curve flattening (note #1). Material (borrow) source persently utilized as pasture (S. ½ section. 8, Tup 8S, R. 40E) - approximately 2½ acres. Second materials source - existing quarry (SW¼ N½ SE½ Sec27 Twp 75, R. 40E)*

Consequences:

Material sources to be rehabilitated. Pasture land to be utilized and converted to fish pond upon completion of project. Quarry site to be seeded with crested wheat and blue grass upon completion of project.

4. Expected Adverse Effects on Natural Ecological Resources:

No significant adverse impacts are anticipated.

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

Construction activities may constitute a temporary visual blight. Power poles may have to be moved. Construction activities may inconvenience local residents - particularly during construction.

Consequences:

No significant adverse impacts as construction activities will be of short duration. Abandoned drainage ditches and borrow site to be rehabilitated (filled).

* BLM Quarry site about 7 miles from project area.

6. Preliminary Identification of Areas of Critical Environmental Concern:

Time of construction should coincide with periods of low water. Ice blockage under the proposed Chandler Lane Bridge may contribute to flood problems. Bridge design might include ice deflectors.

7. Potential for Controversial Issues:

There may be a problem acquiring 1.1 acres for relocating an irrigation ditch. This acquisition is in the negotiation stage. One owner along project is requesting larger pipe. OSHD Hydraulics maintains that proposed pipe is adequate.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*			
	Minimum	Average	Maximum	
Biologist		XXX		Considers loss of habitat-fish & wildlife (thought to be minimal)
Urban Economist	XXX			
Water Quality Spec.		XXX		Possible siltation during Construction.
Acoustical Engineer	XXX			
Air Quality Engineer	XX XXX			
Cultural Geographer	XXX			
Urban Planner	XXX			
Geologist	XXX			
Hydraulics Engineer		XXX		Possibility of bank erosion associated with new irrigation facility.

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

- [ ] Draft EIS
- [ ] Final EIS
- [ ] Supplemental Draft EIS
- [ ] Supplemental Final EIS
- [ ] Section 4(f)
- [XX] Negative Declaration
- [ ] State-Wide Negative Declaration
- [ ] Other _____

Negative Declaration can be prepared in the Region Office.

Approximately 7 miles from project area

1

BAKER COUNTY

FAS SYSTEM

Scale 1972

LEGEND

- FA Primary Highway
- FAS Highway on State Primary Hwy.
- FAS Highway on State Secondary Hwy.
- FAS Highway on County Road

BLM QUARRY SITE

Borrow Site (private)

BAKER

Unity Reservoir

Medical Springs

Pondosa

North Powder

Cornucopia

Keating

Langrell

New Bridge

Richland

Sumpter

Salisbury

Unity

Bridgeport

Weatherby

Dixie

Lime

Huntington

Durkee

Pleasant Valley

Encina

Quartz

Rock Creek

Eagle Creek

Pine Creek

Love Bridge

Elk Cr.

Hereford Cr.

Dixie Cr.

Lawrence Cr.

Durkee Cr.

Pine Valley Cr.

Goose Cr.

Wingville

Whitney

McEwen

Marshal

Mason

Summit

Blue Mountains

Anthony

Antelope

Ant. Cr.

North Powder River

Powder River

Burnt River

Snake River

Owyhee River

Jordan Creek

Crowley

Daly

Ontario

Payette

Weiser

Nyssa

Vale

Jamieson

Unity

Job

Camp

South Fork

Ant. Cr.

Ant. Cr.

Ant. Cr.

I-80N

FAP-5

To Vale

To Ontario

To Payette

To Weiser

To Nyssa

To Jamieson

01-010

01-100

01-101

01-102

01-103

01-104

01-105

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01-115

01-116

01-117

01-118

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01-001

01-002

01-002 Spur

01-012

01-050

31-050

GRANT CO.

UNION CO.

MALHEUR CO.

IDAHO

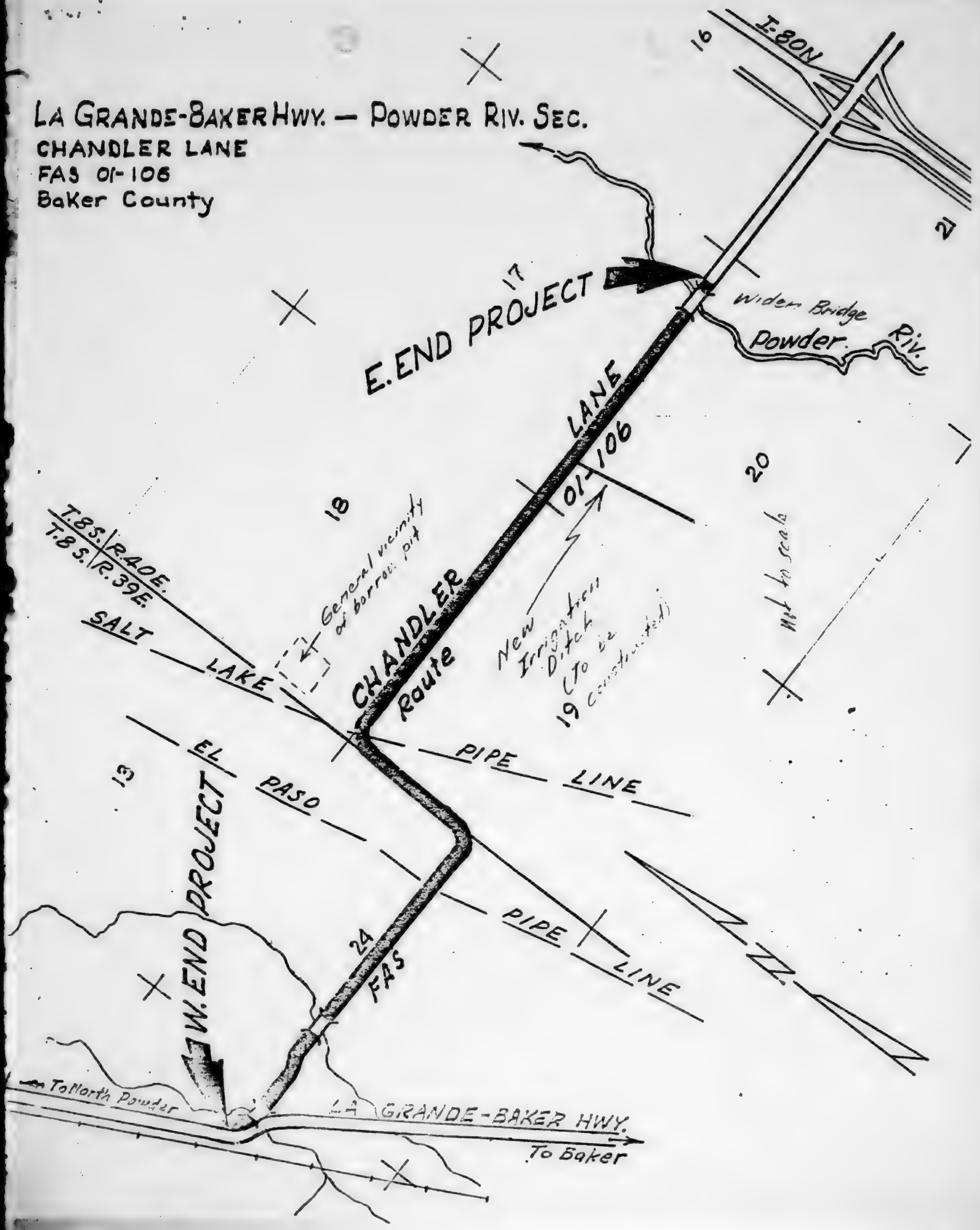
OREGON

34 35 36 37 38 39 40 41 42 43 44 45 46 47 48

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18

LA GRANDE-BAKER HWY. — POWDER RIV. SEC.

CHANDLER LANE
FAS 01-106
Baker County



Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date NOVEMBER 1, 1974

A. PROJECT IDENTIFICATION

Name of Project Powder River Section (Chandler Lane)
(Section)

Location of Project La Grande - Baker U.S. 30
(Highway Name) (Highway No., US - ORE)

(City) Baker (County) 5 (Region)

Program FAS-C (Funding) $ 216,000.00 (Estimated Cost) (FAS 01-105) (Prefix)
$ 450,000 (revised) (OSHD 501-1434)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: General Improvement Rebuilding existing road to minimum standards. Road traverses land that is subject to periodic flooding. Objective is to raise grade and improve drainage. Chandler Lane is a principal collector route serving agricultural community.

Origin and History: Baker County received FAS-C status for the Powder River section (Chandler Lane) in January of 1973. The Oregon State Highway Division will furnish engineering and environmental expertise. A-95 Review completed and commentary returned to OSHD (Nov. 1973) No Area of Conflict.

C. DESCRIPTION OF PROJECT

Length 3.6 miles

Termini La Grande Baker Highway - North Powder River

Alignment ☐ New ☒ Existing ☐ Combined Drainage ditch to be realigned; Degree of horizontal curvature to be slightly modified

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) TEMPORARY EASEMENT (11 acres pasture), PERMANENT EASEMENT (1.1 acres pasture), Fee R/W (0.7 acres pasture)

Typical Section Two 12-foot travel lanes, oil macadam surface; 4-foot shoulders.

Structures Present Chandler Lane bridge (Powder River) to be widened, one box culvert extended & one small bridge to be replaced with box culvert.

Characteristics (ADT) Principal collector route

Other General Information (or Supplemental information to items) Most R/W has been acquired. Two sharp right-angle curves to be replaced with 14° curves. Relocation of irrigation ditch will require easement.

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

None proposed.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [ ] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [ ] Required

INTERAGENCY COORDINATION — Baker County.

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The project is located within the relatively flat Baker Valley at an elevation of approximately 3300 feet msl. The Elkhorn Range of the Blue Mountains rises abruptly from the valley floor about 8 miles west of the project. These mountains at their elevations exceeding 8000 feet, trend N-S and form an effective rain shadow. Average annual precipitation in the project area is about 9 inches, most (14%) of which occurs during the spring months. During Jan - March, temperatures average 29°F; Temperatures for July - Sept. average 67°F. The valley is drained by the Powder River which also provides irrigation water. Valley soils tend to be alkaline with pHs exceeding 9.0 at some locations. Evaporation during the summer leaves a white Calcium carbonate residue at a number of locations. Because of the proximity of the Powder River, local soil conditions and topography, the water table is high during much of the year. Flooding in the Spring is not uncommon. The principal vegetation on the valley floor is salt grass (Distichlis stricta). Some water courses are lined brushy riparian vegetation. Small fur bearing mammals inhabit the water courses. Trout may be taken from the Powder River.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) _____

The relatively short growing season of 138 days precludes the growth of many crops. Grazing and the growth of hay crops are the principal agricultural pursuits in the project area. Large tracts of land are irrigated by means of ditches or rotating pipe systems. Livestock production occurs throughout the project area. Because of drainage problems, most land is classed as II, III or IV in terms of agricultural potential (Soil Conservation Service classification). Utilities in the project area include California Pacific, El Paso Natural Gas and General Telephone. Industrial pollution (other than animal waste) is practically unknown. The setting is rural and is not subject to significant noise.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

11 acres TEMPORARY ENSEMENT (for Construction)
1.1 acres PERMANENT EASEMENT (for Irrigation facility) - Being Negotiated
0.7 acres fee R/W (for curve flattening)

Consequences:

No significant adverse impacts. Relatively little land will be taken out of agricultural production. Abandoned irrigation ditches will be filled for possible utilization as agricultural land.

2. Estimated Changes in Traffic Patterns:

None.

Consequences:

---

3. Estimated Changes in Land Use:

1.1 acres to include newly constructed irrigation ditch. Small parcels to facilitate curve flattening (note #1). Material (Borrow) source presently utilized as pasture (S. ½ Sec. 18, Twp 8S, R. 40E) – approximately 2 ½ acres. Second materials source – existing quarry (SW¼ N½ SE½ Sec. 27 Twp 7S, R. 40E)*

Consequences:

Material sources to be rehabilitated. Pasture land to be utilized & converted to fish pond upon completion of project. Quarry site to be seeded with crested wheat and blue grass upon completion of project.

4. Expected Adverse Effects on Natural Ecological Resources:

No significant adverse impacts are anticipated

Consequences:

---

5. Expected Adverse Effects on Cultural and Scenic Resources:

Construction activities may constitute a temporary visual blight.
Power poles may have to be moved.
Construction activities may inconvenience local residents - particularly during bridge construction.

Consequences:

No significant adverse impacts as construction activities will be of short duration. Abandoned drainage ditches and borrow site to be rehabilitated (filled).

* BLM Quarry site about 7 mi from project area.

6. Preliminary Identification of Areas of Critical Environmental Concern:

Time of construction should coincide with periods of low water. Ice blockage under the proposed Chandler Lane Bridge may contribute to flood problems. Bridge design might include ice deflectors.

7. Potential for Controversial Issues:

There may be a problem acquiring 1.1 acres for relocating an irrigation ditch. This acquisition is in the negotiation stage. One owner along project is requesting larger pipe. OSHD hydraulics maintains that proposed pipe is adequate.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*			
	Minimum	Average	Maximum	
Biologist		X		Considers loss of habitat - fish & wildlife (Thought to be minimal)
Urban Economist	X			
Water Quality Spec.		X		Possible siltation during construction
Acoustical Engineer	X			
Air Quality Engineer	X			
Cultural Geographer	X			
Urban Planner	X			
Geologist	X			
Hydraulics Engr.		X		Possibility of bank erosion associated with new irrigation facility.

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

- ☐ Draft EIS
- ☐ Final EIS
- ☐ Supplemental Draft EIS
- ☐ Supplemental Final EIS
- ☐ Section 4(f)
- ☒ Negative Declaration
- ☐ State-Wide Negative Declaration
- ☐ Other _____

Negative Declaration can be prepared in the Region Office.

*Approximately 7 miles from project area

UNION CO. | WALLOWA CO.

45 46 47 48

GRANT CO.

UNION CO.

Medical Springs

Pondosa

North Powder

Cornucopia

Eagle Creek

Keating

Baker Slide (private)

BLM QUARRY SITE

Bourne

BAKER

Sumpter

Summit of Blue Mountains

Rock Creek

Wingville

Pine Creek

Longrell

New Bridge

Richland

Lone Bridge

Quartz

Pleasant Valley

Encina

Lawrence Cr.

Daly

Salisbury

Whitney

Sumpter Valley

Unity Reservoir

Hereford

Camp Creek

Bridgeport

Burnt River

Weatherby

Dixie

Dixie Cr.

Lime

Huntington

Brownlee

SNAKE RIVER

IDAHO

POWDER RIVER

I-80N

FAP-1

FAP-5

01-010 01-050 01-100 01-102 01-104 01-105 01-107 01-108 01-109 01-110 01-111 01-112 01-113 01-114 01-115 01-116 01-117 01-118 01-119 01-001 01-002 01-002 Spur 01-012

35 36 37 38 39 40 41 42 43 44

1

BAKER COUNTY

FAS SYSTEM

Scale 1972

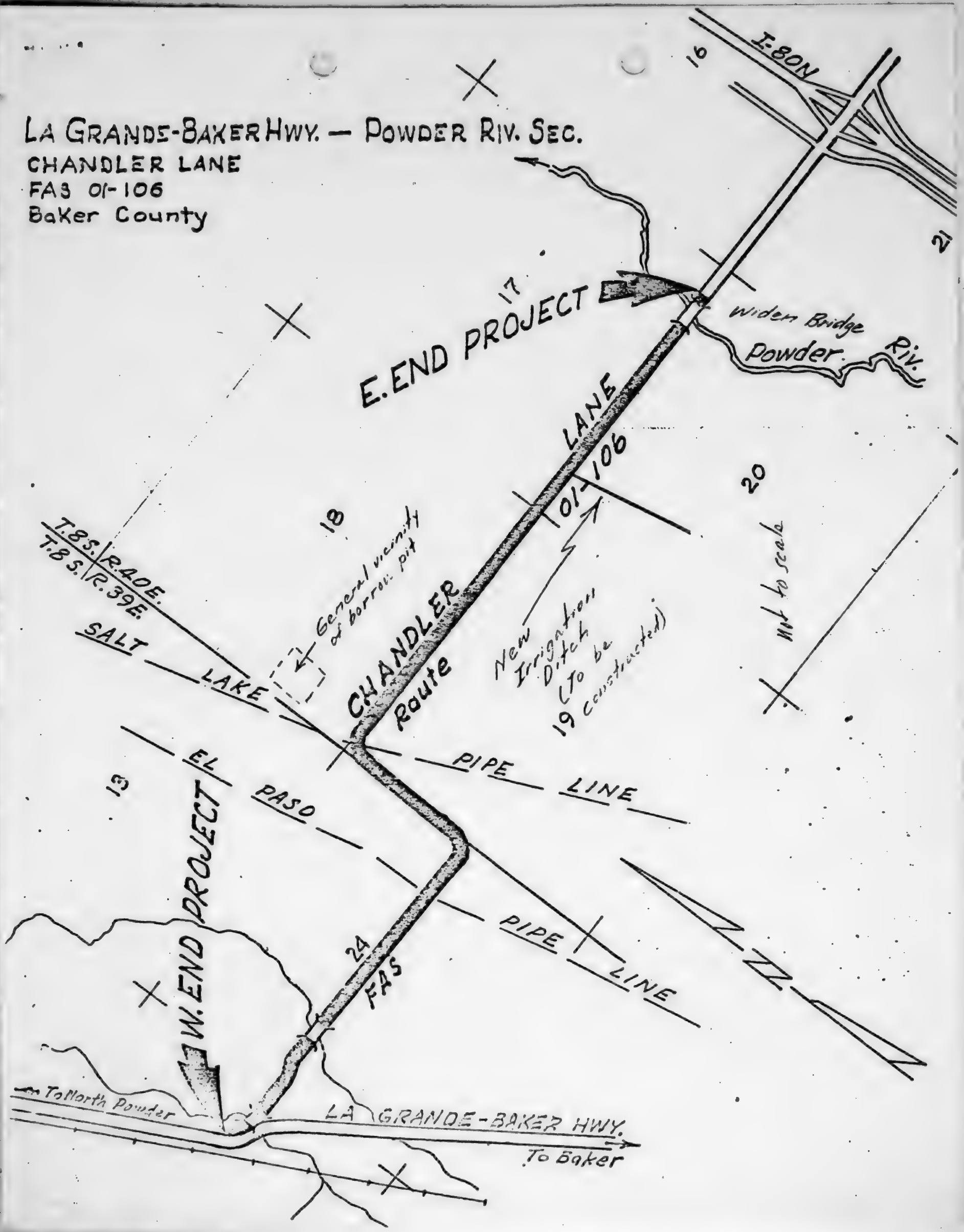
LEGEND

- FA Primary Highway
- FAS Highway on State Primary Hwy.
- FAS Highway on State Secondary Hwy.
- FAS Highway on County Road

GRANT CO. | MALHEUR CO.

LA GRANDE-BAKER HWY. — POWDER RIV. SEC.

CHANDLER LANE
FAS 01-106
Baker County



NARRATIVE REPORT

La Grande-Baker Highway - Powder River Section
Chandler Lane-FAS 01-106
Baker County

The project is the reconstruction of 3.6 miles of the County Road known as Chandler Lane. The westerly end of the project is the intersection of Chandler Lane and the La Grande-Baker Highway, No. 66, at milepost 45.16. The easterly end of the project is 400 feet easterly of the Powder River structure on Chandler lane.

The project consists of rebuilding the existing road to a minimum standards consisting of an oil macadam surface of 2-12 foot travel lanes with 4 foot shoulders. The horizontal alignment has a maximum curvature of 14° and the difference in elevation through the project is approximately 7 feet.

The road lies across flat range land with poor drainage. The entire area floods for short periods of time during periods of heavy runoffs and, hence, the main objectives of the reconstruction is to raise the grade as much as possible and improve drainage facilities staying inside the 60 foot County right of way.

Drainage has been designed to adequately handle water except in periods of extreme heavy runoffs. A series of pictures were taken during a heavy runoff period which show the areas requiring additional drainage facilities.

A major change in the drainage pattern on the right side Station 144 to Station 152 is proposed. A new drainage ditch is to be constructed from a point 950 feet right of Station 152+50 to a new highway crossing at Station 143+50 where thr existing drainage leaves the roadbed ditch and flows north. In discussions with the property owner and lessee their approval was granted provided that (1) the material removed from the new channel be placed in the old channel putting that area back in irrigable condition and (2) provide a means of irrigating the piece of land between the new channel and the road. We have proposed a diversion box in the new channel to satisfy the irrigating requirement.

THE SPECIAL PROVISIONS for this project should include a paragraph on how this channel work is to be done and that the field must be left in farmable condition where any part of the field is used for hauling equipment or other vehicles.

There is also one irrigation facility to be changed. There is a wingwall extending from the southwesterly corner of the Powder River structure in which, within the present right of way, there is a control gate, 30 feet of a 30" culvert pipe, and a gauging structure, from which flows an irrigation ditch on the southerly side of Chandler Lane to Station 169+70 where it crosses the road and leaves the right of way. I have proposed that the wingwall be extended at the proper angle and the control gate and gauging structure be salvaged and reinstalled. A new ditch is to be constructed outside the right of way and parallel to the road to the crossing at Station 169+70.

The only other irrigation matters are the extension of existing culverts and the replacement of 2 irrigation culverts to fit the roadbed.

A good material source is available in the middle of the project in the extreme southeast corner of Section 13, Township 3S, Range 39E owned by Mr. Willard Bunch and Mr. Lee Wright who want to develope a pond for pumping irrigation water. The site would require a variance of the county zoning ordinance and this was discussed with Mr. Quigley, County Administrator in a meeting attended by Si Cox, Don Harwell, Durward Best, County Roadmaster, and myself. Mr. Quigley said he would support a variance and it was his opinion that the planning commission would approve a variance if this site proved to be an economic advantage in the construction. In view of this I received an estimate from Art Bollinger, Cost Analyst, which shows that the cost of the material from this site including a 10¢ per cubic yard royalty would be $1.35 per cubic yard compared to a cost of $2.10 per cubic yard from similar sites in a square mile area in the southeast quadrant of Chandler Interchange, and, a cost of $2.60 per cubic yard from the County owned source known as Butler pit.

The County asked for consideration of lime treatment. The project as submitted calls for lime treatment of the top 6" of existing roadbed which I believe would take lime treatment very well. The material, however, from the expected source of material is very clean and would not need to be treated with lime. Test of the material borrow source is reported on Laboratory Report No. 73-30088. Samples of the existing roadbed material and reject lime to be used has been submitted to the laboratory, but no results have been received to date.

Mr. Bollinger gave me a cost of $40.00 per ton for the lime and I am sure that the reject lime can be purchased at the same cost as for the Richland Interchange-South Baker Interchange Section which was about $6.50 per ton. If this is correct the estimate for the project could be reduced by this amount.

There will be no special problems in handling traffic during construction. Special Provisions should state that the road can be closed at only one point at a time between Station 40 and 190. This will be necessary while replacing the two wooden bridges with culverts. The road can be closed at Station 2+00 during construction of the box culvert as there is a good detour available at Station 40 where there is a County Road south to the La Grande-Baker Highway.

The cost of the project is of concern to the County. In our discussion of the project, Mr. Best stated that if the cost as proposed is prohibitive that perhaps the County would surface the project (2" leveling course and oiling). This would reduce the project estimate about $100,000.00.

If the reject lime can be purchased for about $6.50 per ton, the estimate would be lowered by about $21,000.00.

H. M. Fillmore
Resident Engineer

HMF/ajb

NARRATIVE REPORT
(STRUCTURES)

La Grande/Baker Highway-Powder River Section
Chandler Lane F.A.S. 1-106
Baker County

This project involves the widening of the Powder River Structure, at Station 186, on the right side only, extension of a double 8' x 4' R.C.B.C. on the right side only at Station 26+85 and construction of a new 8' x 4' R.C.B.C. at Station 2-03.

There is an existing extended wingwall from the southwest corner of the Powder River structure which directs the flow of the river and, also, has within it, an irrigation control gate. The wall is to be extended or replaced to a point approximately 50' right of centerline and the existing control gate salvaged and reinstalled at a point approximately 40 feet from the highway centerline.

The existing R.C.B.C. at Station 26+85 is a standard highway box and the extension can be made in the usual manner.

The existing structure at about Station 1-90 is a combination box and bridge and is irregular in concrete thickness and spalling quite badly. Also, it does not fit the new alignment too well. It is therefore recommended that a new 8' X 4' R.C.B.C. be constructed at this location. This has been dicussed with the County roadmaster and he has no objection to a new structure.

In addition to the above structures there is a diversion box to construct in the new channel to right of Station 145+30. This is to irrigate the land between the channel and the highway. Also, there is the aforementioned irrigation control gate to salvage and reinstall to the right of Station 185+50 and a gauging device to salvage and reinstall at the opposite end of a culvert pipe from the control gate right of Station 185+20. The only other concrete work is the construction of two culvert pipe support standards left of Station 143+50, where it is necessary to carry irrigation water over an active roadside ditch. A two way concrete box could be constructed, but I believe the suspended culvert would be more desireable and less expensive.

H. M. Fillmore

H. M. Fillmore
Resident Engineer

HMF/wja

RIGHT OF WAY ACQUISITION
La Grande-Baker Hwy-Powder River Section
Chandler Lane FAS 01-106

Most of the right of way for this project was acquired by the county before it was made as FAS-C project.

In order to meet minimum standards, however, 2-18° curves the County had proposed had to be flattened to 14° curves which will require 2 additional parcels. One is owned by Northwest Pipeline Co. (formerly El Paso Natural Gas Co.) and the other by Chandler Herefords Inc.

In addition to these two acquisitions it is necessary to obtain construction permits on 5 properties. These are:

1. Chandler Herefords in the NW¼;SW¼, of Section 24 and in N½ of Lot No. 2 of the NW¼(NW¼;NW¼) of Section 19.

2. Carl A. and Fred J. Warner in S½ of Lot No. 2 of the SW¼ (SW¼;SW¼) of Section 18.

3. Marvilla H. Wilson in NW¼;NW¼ of Section 20 and NE¼ of the NE¼ of Section 20.

4. Eugene B. and Dora F. Perkins in the NW¼ of the NE¼ of Section 20.

5. H. L. and Effie Hellman in the South ½ of the SE¼ of Section 17.

The first two are for minor ditch alignments to irrigation pipes. Number 3 is for a major drainage channel and minor irrigation ditch alignment. Number 4 is for relocation of a major irrigation facility and number 5 is for the construction of approaches which have to be extended due to raising of the road bed grade.

The major items, 3 and 4, have been discussed with the property owners and lessee and I wouldn't anticipate any problem obtaining the construction permits.

H. H. Fillmore
Resident Engineer

HHF/wjs

Special Provisions

LaGrande/Baker Hwy. - Powder Rv. Section
Chandler Lane County Road
FAS-C-01-106
Baker County

Grading, Oiling, Structure

Work To Be Done

The work to be done under this contract consists of the following:

1. The reconstruction of 3.6 miles of county road, involving approximately 38,700 cubic yards of "pit run base," 5,300 cubic yards of "3/4"-0" aggregate base", 5,800 square yards of "lime treated subgrade", 3,600 cubic yards of "aggregates in asphalt macadam", 275 tons of "120-150 asphalt in asphalt macadam".

2. Widening of existing structure over Powder River at station 136+00, right side only; extension of a double 8'x4' R.C.B.C., right side only at station 264+85; construction of a new 8'x4' R.C.B.C. at station 274+23; an irrigation diversion box right at Station 285+00.

5. Performance of such additional and incidental work as is called for by the specifications and plans.

Applicable Standard Specifications

Edition of 19__ "Standard Specifications for Highway Construction", and the supplemental specifications issued to supplement and to go with the aforesaid standard specifications.

If this project is released for contract after the new 1974 Edition of the Standard Specifications (and also all "supplementals" pertaining thereto), are issued, then this new 1974 edition will be used for this project.

Three items of concern will be mentioned, ie: The material source setup for this project, is jointly owned by Mr. Willard Bunch and Mr. Lee Wright, who want to develope an irrigation pumping pond. A price of 40¢ per cubic yard royality has been agreed upon and the county (Euler) will go along with this price. The other two items mentioned on the narrative report are considerably more in cost.

The second item of concern is the handling of

traffic during the time of road closure while work is being performed on the replacing of two wooden bridges with culvert. It is requested that only one point at a time may be closed between Station 40+00 and 190+00. A good detour is available at station 40+00 where a county road runs South to the Lecrone/Baker Hwy.

The third item of concern is the channel change work. When the contractor has completed this portion of the work, he should leave the land adjacent to the said channel change in a "farmable" condition. Provisions should be made to withhold part payment in order to compel the contractor to perform the "conditioning work" as mentioned above.

The above three (3) items were mentioned in the "engineers narrative report" along with a major change of drainage pattern; irrigation facilities to be changed; and lime treatment for the subgrade.

The bid items shown on the "quantity summary and cost estimate" sheet will be constructed to the standard specifications and supplemental standard specifications.

SUMMARY OF QUANTITIES & COST ESTIMAT
LA GRANDE/BAKER HWY.-POWDER RIVER SECTION
CHANDLER LANE FA S-C 01-106
BAKER COUNTY
3-15-74

ITEM NO.	ITEM	UNIT	NET	ALLOWANCE	QUANTITY	UNIT PRICE	AMOUNT
1	Mobilization	Lump Sum			All	17,470.00	17,470
2	Barricades, Type 3	Each	5	0	5	100.00	500
3	Flagmen	Hr.	475	50	525	11.43	6,000
4	Temporary Signs	Lump Sum			All	3,500.00	3,500
5	Temporary Protection & Direction of Traffic	Lump Sum			All	2,500.00	2,500
6	Clearing & Grubbing	Lump Sum			All	2,050.00	2,050
7	Removal of Structures & Obstructions	Lump Sum			All	2,350.00	2,350
8	Ditch Excavation	Cu. Yd.	1,000	100	1,100	4.50	4,950
9	Embankment in Place	Cu. Yd.	48,150	4,850	53,000	1.35	71,550
10	General Excavation	Cu. Yd.	2,240	260	2,500	0.60	1,500
11	Trench Excavation	Cu. Yd.	560	40	600	6.00	3,600
12	Watering	M-Gal.	121	9	130	5.00	650
13	Pit Run Base	Cu. Yd.	35,140	3,560	38,700	1.35	52,245
14	3/4"-0 Aggregate Base	Cu. Yd.	4,850	450	5,300	6.00	31,800
15	Lime Treated Subgrade	Sq. Yd.	50,272	5028	55,300	0.60	33,180
16	Lime for Lime Treated Subgrade	Ton	566	54	620	40.00	24,800
17	Aggregates in Asphalt Macadam	Cu. Yd.	3,261	339	3,600	8.75	31,500
18	120-150 Asphalt in Asphalt Macadam	Ton	247	28	275	110.00	30,250
19	Asphalt in Seal Coat	Ton	69	6	75	125.00	9,375
20	Class A Concrete in Box Culvert	Cu. Yd.	85	9	94	150.00	14,100
21	Reinforcement in Box Culvert	Lb.	12,932	1,298	14,230	0.50	7,115
22	12" Culvert Pipe	Lin. Ft.	418	42	460	6.75	3,105
23	15" Culvert Pipe	Lin. Ft.	64	8	72	7.25	522
24	18" Culvert Pipe	Lin. Ft.	384	36	420	8.50	3,570
25	24" Culvert Pipe	Lin. Ft.	68	8	76	11.75	893
26	48" Culvert Pipe	Lin. Ft.	8	2	10	32.00	320
27	24" Arch Pipe	Lin. Ft.	16	2	18	14.00	252
28	30" Arch Pipe	Lin. Ft.	186	14	200	18.00	3,600
29	36" Arch Pipe	Lin. Ft.	12	2	14	22.00	308
30	54" Arch Pipe	Lin. Ft.	30	4	34	42.00	1,428

ITEM NO.	ITEM	UNIT	NET	ALLOWANCE	QUANTITY	UNIT PRICE	AMOUNT
31	60" Arch Pipe	Lin. Ft.	200	20	220	55.00	12,100
32	18" Irrigation Pipe	Lin. Ft.	46	4	50	9.00	450
33	24" Irrigation Pipe	Lin. Ft.	88	8	96	12.00	1,152
34	Concrete Diversion Box	Each	1	0	1	1,000.00	1,000
35	Concrete Pipe Supports	Each	2	0	2	250.00	500
36	Salvage & Reinstall Gate & Gauge	Each	2	0	2	300.00	600
37	Move Mail Boxes	Each	5	2	7	35.00	245
	Widen Bridge	780 Sq. Ft. @ 20.00/Sq. Ft.					15,600
		Total Estimated Construction Cost					396,630
	Contingencies @ 4½%						17,848
	Engineering @ 8%						31,730
		Total Estimated Cost					446,208

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 30, 1974

Salem, OR 97310

FILE: DONNA FILE

TO: File

SUBJECT: LaGrande/Baker Hwy - Powder River Section
Chandler Lane
FAS-C 01-106
Baker County

At the request of the Design Section, the Hydraulics Unit initiated a study to review drainage on the subject project. Of particular concern were flood and irrigation drainage.

FLOOD DRAINAGE

Land lying between the LaGrande-Baker Highway and the Powder River is subject to periodic inundation by the Powder River during major winter and spring runoffs. Such an event occurred in both the winter and spring of 1974. At the present time water is allowed to flow across Chandler Lane. However, the proposed highway grade will be approximately two feet higher than the existing grade, thereby reducing the frequency of road inundation and increasing the probability of backwater from the new road.

To minimize backwater and to provide free drainage across Chandler Lane, several culverts have been added, some existing culverts enlarged and sags placed in the gradeline. It is not possible to determine if these measures will prevent additional backwater. It may be necessary to install additional culverts after construction.

Listed below are the installations suggested for flood drainage.

Station	Culvert Size	Design Discharge	Headwater
1 + 50	18" CMP	6 cfs	1.5 ft.
2 + 03 (Salmon Cr.)	10'x4' RCBC	150 cfs	2.9 ft.
24 + 00	18" CMP	6 cfs	1.5 ft.
26 + 90 (Old Settlers Slough)	8'x4' RCBC (Extend)	232 cfs	4.5 ft.
36 + 50	18" CMP	6 cfs	1.5 ft.
39 + 50	18" CMP	6 cfs	1.5 ft.
40 + 52	30" ATCMP	17 cfs	1.9 ft.
53 + 61	18" CMP (Extend)	6 cfs	1.5 ft.
53 + 50	24" CMP	13 cfs	2.0 ft.
90 + 50	30" ATCMP	17 cfs	1.9 ft.
137 + 48	24" CMP (Extend)	10 cfs	2.0 ft.
162 + 59	48" CMP (Extend)	72 cfs	4.0 ft.

NOTED
GARY A. POTTER

POWDER RIVER BRIDGE STATION 186

Widening Chandler Lane will include upstream widening of the existing Power River Bridge. Ice jams present a greater problem at this crossing than does highwater. Flooding in the spring of 1974 was the worst since Mason Dam became operative and is one of the largest floods of record. A peak flow of 1,000 cfs at thie bridge was estimated by the local watermaster.

Based on information obtained from the County Roadmaster and local residents, there does not appear to be any highwater problem at the existing bridge. Upstream widening will not effect the capacity of the opening.

IRRIGATION FACILITIES

Several irrigation canals cross Chandler Lane and have a dual purpose. Beside providing for irrigation flows, the facilities also help pass flood waters which in most cases are greater than irrigation flows.

Listed below are suggested sizes for irrigation structures.

Station	Culvert Size	Design Flow	Headwater
13 + 28	24" CMP (Extend)	13 cfs	2.0 ft.
40 + 52	30" ATCMP (Extend)	17 cfs	1.9 ft.
44 + 60	Twin 30" ATCMP (Extend)	34 cfs	1.9 ft.
47 + 74	24" CMP (Extend)	13 cfs	2.0 ft.
61 + 03	60" ATCMP (Extend)	90 cfs	3.7 ft.
103 + 40	18" CMP	6 cfs	1.5 ft.
114 + 71	Twin 60" ATCMP	180 cfs	3.7 ft.
121 + 58	30" ATCMP (Extend)	18 cfs	1.9 ft.
143 + 50	30" ATCMP	18 cfs	1.9 ft.
151 + 23	Twin 60" ATCMP	60 cfs	3.0 ft.
169 + 70	36" ATCMP (Extend)	18 cfs	1.9 ft.
169 + 70 to 185 + 10 Rt	3-ft ditch w/2:1 slopes	10 cfs	

STATION 143+50

John Osburn, owner, has requested that the existing 24" CMP be replaced by a 30" ATCMP to provide capacity for additional water (total of 10 cfs) to which he is entitled. This pipe must cross a raodside ditch for a clear span of six feet - 14 gage pipe has a safe span of 14.5 ft.

SHM:jrk

cc: Vic Wolfe
J. H. Versteeg
Walt Hart
W. E. Schwartz
Gary Potter

Richard L. Lenz
Hydraulics Engineer
By S H Macnab
Stephen H. Macnab
Asst. Hydraulics Engr.

HYDRAULIC DATA

	Design Flood	Max, Flood yr (1974)
Discharge–c.f.s.	1000 cfs	1000 cfs
Frequency-yrs	25+	25+
H.W. Elevation Natural Channel	3347±	3347±
H.W. Elevation Channel Change		
Velocity – f.p.s.	3.9	3.9

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

POWDER RIVER BRIDGE

LAGRANDE/BAKER HWY – POWDER R. SEC.

COMPILED BY	DATE
A TA-ADIT	OCTOBER 21, 1974

FAS 01-106
Baker Co
N 01

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 26, 1973

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO Executive Department
Federal Aid Coordination Unit

Blue Mountain Intergovernmental
Council
John Beck, Interim Coordinator
Wallowa County Courthouse
Enterprise, Oregon 97828

FROM L. H. Young
Office Engineer

SUBJECT Notice of Intent for FAS-C Funds
State Administration District No. 13
LaGrande, Baker Hwy.-Powder River Sec.
FAS 01-106, Chandler Lane
Baker County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

In order that the dates of contract letting may be met, your prompt attention to this proposal will be appreciated. The estimated date of filing for federal-aid funds on this project is January 10, 1974.

Attachment

BLG:js

cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Don Byard
H. S. Cox
B. L. Gifford
R. N. Chase
G. A. Starkey
W. E. Schwartz

RECEIVED
COUNTY & CITY SECTION
OCT 29 1973
☐ ENGR. ☑ COOR. ☐ CE ☐ CE ☐ CE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

	For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02	12] APPLICANT: State Highway Division [45]	46] DIVISION: Dept. of Transportation [79]			
03	12] APPLICANT ADDRESS STREET: State Highway Building [45]	46] CITY: Salem [60]	76] ZIP: 97310 [80]		
04	12] CONTACT PERSON: L. H. Young [45]	46] AREA CODE: 503 [48]	49] PHONE: 378 [55]	56] EXTENSION: 6563 [59]	
01	12] PROJECT TITLE: LaGrande, Baker Hwy.-Powder Riv. Sec., FAS 01-106 District 13 [71]				
11	12] PROJECT LOCATION CITY: Chandler Lane [45]	46] PROJECT LOCATION COUNTY: Baker [79]			
05	12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY): Construct 3.6 miles of roadway with a top width of 32 feet having two 12-foot [71]				
06	12] oiled shoulders. Also widen three structures to a 32-foot roadway. No [71]				
07	12] additional right-of-way. Utilities including irrigation facilities are [71]				
08	12] involved. The county wishes the use of lime be considered in the subgrade. [71]				
09	12] (See Remarks) [71]				
10	12] [71]				

	FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	214,500		30,250	30,250		275,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE: Title 23 U.S.C. Highways [71	
15	12] FEDERAL AGENCY NAME: Dept. of Transportation [45	46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration [79

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE		REGIONAL		LOCAL		(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
[X] 29	[ ] 30	[ ] 31	[ ] 32	[ ] 33	[ ] 34	[X] 35	[ ] 36	[ ] 37	[X] 38	[ ] 39	[X] 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: January | 43] DAY [44: 10 | 45] YEAR [46: 1974

ADDITIONAL INFORMATION – ALL APPLICANTS

I. FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Hwy. Planning & Construction

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: October 26, 1973

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: October 26, 1973

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway Division

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-aid Secondary Program

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

VII. (a) Federal Congressional District(s) Number(s) 2
(b) State Representative District(s) Number(s) 59
(c) State Senatorial District(s) Number(s) 30

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH $_____ OTHER FUND CASH $_____ IN KIND $_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

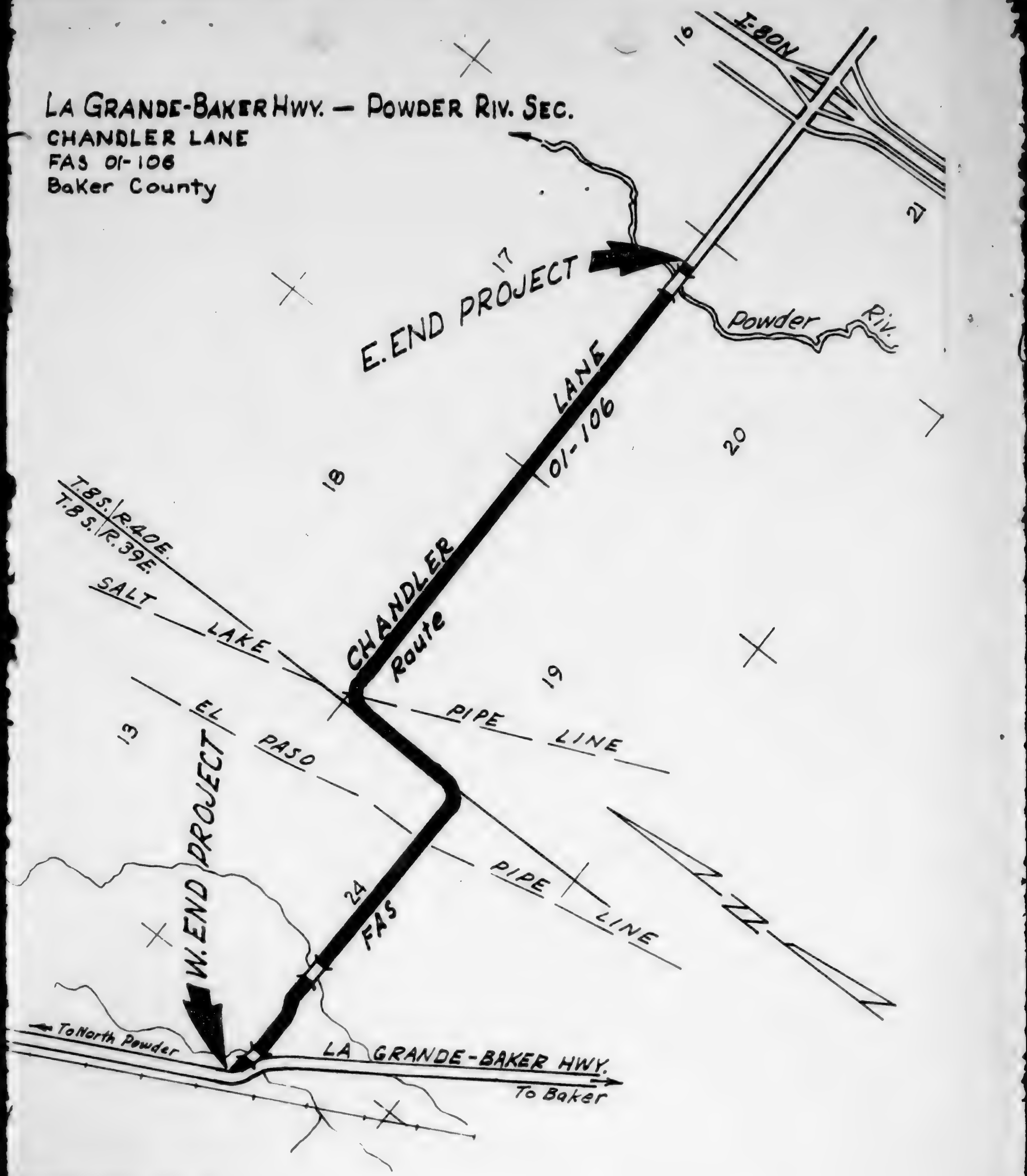
REMARKS

17(38) A negative environmental impact statement will be forthcoming.

State to complete field survey and make up plans and specifications. Also do foundation testing for bridges.

LA GRANDE-BAKER HWY. — POWDER RIV. SEC.

CHANDLER LANE
FAS 01-106
Baker County



U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RS-01-106(1)

STATE PROJECT NO.
Powder River Bridge Section

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RS-66

COUNTY NAME
Baker

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
OCT 30 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
October 28, 1975	October 28, 1975	Secondary Route 01-106
		STATE ROUTE NUMBER: County Road

GENERAL LOCATION:
County Road 0.5 miles east of Jct. US 30 - east 3.6 miles

GENERAL DESCRIPTION OF WORK:
One bridge and minor structures.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
My program approval memorandum of October 28, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's October 22, 1975 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $127,950 - federal funds $100,040 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-28-75	C R Bergquist	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 10-28-75

BY (Signature): L.W.Rulien's October 22, 1975 letter

TITLE: Project Managment Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE OF ITEM NOS. 66 THRU

STAGE OF ITEM NOS. THRU

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS **	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
66	RS-01-106(1)	0.01	127,950	100,040	Powder River Bridge Section. Baker County State of Oregon	One Structure and minor structures.

REMARKS (Division)

RECEIVED
COUNTY & CITY SECTION
OCT 30 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		10-28-75	for G. L. Green, Division Administrator

** Program approval and any authorization to proceed with the project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48 (Rev. 8-71)

GPO 915-690

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

October 22, 1975

U.S. DEPA... BUR...

CARD 2 — REPORT NUMBER: 1 (19)(20) — PROJECT LOCATION (45 typewriter spaces): Co. Rd., 0.5 mi. E of Jct. US30, E 3.6 mi. 21 65

ADT — PRESENT: 140 DHV-20 — FUTURE: 210 (66) — YEAR: 95 (70)(71)(72) — REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): One Bridge & Minor Structures 28 62 — NATL. FOREST (63)(68) — FH ROUTE NO. (69)(88) — SUPV AGCY (80) — DA CLASSIF. (70) — DA AREA (71) — EMERG. YR. (72)(73) — PL. AUTH YR (74)(75)

PROJECT NUMBER — PREFIX LETTER(S): RS- (14 23) — NUMBER: 01-106 (7) — SE...

CARD — CLASS OF FEDERAL FUNDS: Rural Secondary — COUNTY NAME: Baker — CODE: 001 (14)(16)

NAME OF URBAN AREA: ----- (17-31) — ROUTE NO. S — FEDERAL-AID: 01-106 (32) — STATE: Co. Rd. (96)(97) — U.S.: ---- (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	(1&5)	(18)	41	42	43 46	53		(54)(58)	(59) (66)	(67) (76)		
1							Co. Rd., 0.5 mi. E. of Jct. US 30, E. 3.6 mi.					
5					PE							
5					ROW							
5					CONST (CODE) X031 Y007		"Powder River Bridge Section"	*0.01	127,950	100,040	13,955	13,955 (Co.)
							PROJECT TOTALS	*0.01	127,950	100,040	13,955	13,955 (Co.)

(18) (23)(24) (33)

RECEIVED
COUNTY & CITY SECTION
OCT 2 0 1975
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

CARD 1 — CODE 1 — PREPARED BY: J.G.

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES: OCT 28 1975

FHWA OREGON DIVISION

REMARKS

*2.67 mi. of no work section
0.43 mi. of "Y" code.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

October 22, 1975

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., 0.5 mi. E of Jct. US30, E 3.6 mi.		140 DHV-20	210	95	10	Oregon	41	075	66

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
& Minor Structures								RS-	01-106	(1)		

FUNDS: Rural Secondary

COUNTY NAME: Baker — CODE: 001

ROUTE NO.: S — FEDERAL-AID: 01-106 — STATE: Co. Rd. — U.S.: ----

PROGRAM STAGE: [ ] 1 OR [X]

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co. Rd., 0.5 mi. E. of Jct. US 30, E. 3.6 mi.						Widen str. steel deck girder br.(L-63') to H.C. of 32'. Salvage & reinstall ditch headgate with measuring gauge. Const 2,000' of irrigation ditch & inst. 54" arch-type pipe. Exten dbl. 8'x4' RCBC. Inst. Guard rail. (County to const. t roadway) ROW-60' min.; Access control-none; parking restrictions-none. Utility adj. required incl. prep. work.
ROW								
CONST (CODE) X031 Y007		"Powder River Bridge Section"	*0.01	127,950	100,040	13,955	13,955 (Co.)	
PROJECT TOTALS			*0.01	127,950	100,040	13,955	13,955 (Co.)	

ESTIMATED PROJECT COST BY PHASES

RECEIVED
COUNTY & CITY SECTION
OCT 20 1975
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

*2.67 mi. of no work section
0.43 mi. of "Y" code.

REMARKS

PREPARED BY: J.G.

APPROVAL DATES: OCT 28 1975

OREGON DIVISION

– OVER –

USCOMM DUSCOMM-DC 48905-P61

POWDER RIVER BRIDGE SECTION

PROJECT NO. BS-01-106(1)

Existing Facility:

Roadway-------26-foot graveled surface with irrigation ditches on either side.
Structure-----63-foot structural steel girder with reinforced concrete deck having a horizontal clearance of 22 feet.

Adjacent Sections: 26-foot graveled surface roadway.

Project Data: The work consists of the following:

(a) Widen existing 63-foot long structural steel deck girder bridge (Br. No. 7759A) to provide a horizontal clearance of 32 feet. Salvage and re-install in bridge abutment wall a ditch headgate with measuring gauge. Construct approx.2,000 feet of irrigation ditch and install a 54-inch arch-type pipe. Install guardrail at each end of structure.

(b) Extend 8'x4' double R.C.B.C. and construct approx. 300' of irrigation ditch.

Note: County to construct roadway.

Bridge type code X031----------$67,900
Minor Strs. type code Y007----------$60,050

Excention to Minimum Standards: None

Relocation Assistance Payments: None required.

System Action, Water Development, Railroad, Recreation and Historical Areas: None involved.

Airport: Baker Municipal Airport lies southeasterly within two miles of the east end of the project, but the proposed facility will not cause any conflict with the operation of the airport.

IM 50-1-70 Requirements: State Clearinghouse and District 13 Clearinghouse A-95 review approval letters dated November 21, 1973 and December 12, 1973, respectively.

FHPM 7-7-2 Requirements: Nonmajor action project concurr FHWA on January 6, 1975.

FHPM 7-7-5 Requirements:

(a) Corridor/Design public hearings offered Januar February 6, 1975, and no requests for a hearin Certification required by Section 128 "Public Title 23, U.S.C. made under the provisions of t Road Plan" on March 11, 1975.

(b) Location/Design approval granted under the "Sec Plan" on March 25, 1975.

Control of Utilities: The State does not have, at this authority to control the use by utilities of the rig this project. A State-County agreement is being pro comply with paragraph 6d(1) of PPM 30-4.1.

Route Data: This is a farm-to-market road, a mail road a bus route.

Note: This project is in Congressional District No. 2.

VER BRIDGE SECTION

NO. RS-01-106(1)

foot graveled surface with irrigation ditches on either side.
foot structural steel girder with reinforced concrete deck
ving a horizontal clearance of 22 feet.

foot graveled surface roadway.

consists of the following:

ng 63-foot long structural steel deck girder bridge (Br. No.
ovide a horizontal clearance of 32 feet. Salvage and re-
ridge abutment wall a ditch headgate with measuring gauge.
approx.2,000 feet of irrigation ditch and install a 54-inch
ipe. Install guardrail at each end of structure.

' double R.C.B.C. and construct approx. 300' of irrigation

ruct roadway.

X031----------$67,900
code Y007----------$60,050

Standards: None

/Payments: None required.

evelopment, Railroad, Recreation and Historical Areas:

ipal Airport lies southeasterly within two miles of the
the project, but the proposed facility will not cause any
h the operation of the airport.

ts: State Clearinghouse and District 13 Clearinghouse A-95
letters dated November 21, 1973 and December 12, 1973,

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by the FHWA on January 6, 1975.

FHPM 7-7-5 Requirements:

(a) Corridor/Design public hearings offered January 30, 1975 and February 6, 1975, and no requests for a hearing were received. Certification required by Section 128 "Public Hearings" of Title 23, U.S.C. made under the provisions of the "Secondary Road Plan" on March 11, 1975.

(b) Location/Design approval granted under the "Secondary Road Plan" on March 25, 1975.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being proposed to comply with paragraph 6d(1) of PPM 30-4.1.

Route Data: This is a farm-to-market road, a mail road and a school bus route.

Note: This project is in Congressional District No. 2.

8. b

13

~~AD-6-2~~

October 22, 1975

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-01-106(1)

We are submitting program data for one project, Item No. 66, Project No. RS-01-106(1), "Powder River Bridge Section", which we desire to have included in the Rural Secondary Highway Program.

This project has been selected by local officals and the Oregon Transportation Commission in cooperation with each other as required by the Federal-Aid Act.

It is our present intention to receive bids for this project on November 20, 1975.

One copy each of State Clearinghouse and District 13 Clearinghouse A-95 letters of approval were forwarded previously.

JG:md

Enclosure

cc: W. E. Schwartz (Region 5)

Budget Bureau No. 41-R2067; Appro

U.S. DEPA
BUR

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

October 22, 1975

CARD 2 | REPORT NUMBER: 1 (19)(20) | PROJECT LOCATION (45 typewriter spaces): Co. Rd., 0.5 mi. E of Jct. US30, E 3.6 mi. 21 66 | ADT | PRESENT: 140 DHV-20 | FUTURE: 210 (66) | YEAR: 95 (70)(71)(72) | REGION: 10 | STATE NAME: Oregon

CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces): One Bridge & Minor Structures 28 62 | NATL. FOREST (63)(65) | FH ROUTE NO. (66)(68) | SUPV ADCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72)(73) | PL. AUTH YR (74)(75) | PROJECT NUMBER: PREFIX LETTER(S) RS- (14 28) | NUMBER 01-106 (7)

CARD / | CLASS OF FEDERAL FUNDS: Rural Secondary | COUNTY NAME: Baker | CODE 001 (14)(16)

NAME OF URBAN AREA: ----- 17-31 | ROUTE NO. S | FEDERAL-AID 01-106 (32) | STATE Co. Rd. (36)(37) | U.S. ---- (41)

CARD 5	LINE NO. (1&4&5)	CHANGE CODE (18)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43 46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1					PE		Co. Rd., 0.5 mi. E. of Jct. US 30, E. 3.6 mi.					
5												
5					ROW							
5					CONST (CODE) X031 Y007		"Powder River Bridge Section"	*0.01	127,950	100,040	13,955	13,955 (Co.)
							PROJECT TOTALS	*0.01	127,950	100,040	13,955	13,955 (Co.)

CARD 1 | CODE 1 | PREPARED BY: J.G.

1 | 14 | PROGRAM APPROVAL DATES

(118) (23)(24) (33) REMARKS

*2.67 mi. of no work section
0.43 mi. of "Y" code.

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Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

October 22, 1975

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
. Rd., 0.5 mi. E of Jct. US30, E 3.6 mi.	ADT	140 DHV-20	210	95	10	Oregon	41	075	66

WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
nor Structures								RS-	01-106	(1)		

	COUNTY NAME	CODE	PROGRAM STAGE
Rural Secondary	Baker	001	1 OR X 2
-----	ROUTE NO. S / FEDERAL-AID 01-106 / STATE Co. Rd. / U.S. ----		

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		Co. Rd., 0.5 mi. E. of Jct. US 30, E. 3.6 mi.						Widen str. steel deck girder br.(L-63') to H.C. of 32'. Salvage & reinstall ditch headgate with measuring gauge.Const 2,000' of irrigation ditch & inst. 54" arch-type pipe. Extend dbl. 8'x4' RCBC. Inst. Guard rail. (County to construct roadway) ROW-60' min.; Access control-none; parking restrictions-none. Utility adj. required incl. prep. work.
OW								
NST DE) 31 07		"Powder River Bridge Section"	*0.01	127,950	100,040	13,955	13,955 (Co.)	
J.G.		PROJECT TOTALS	*0.01	127,950	100,040	13,955	13,955 (Co.)	

VAL DATES

REMARKS

*2.67 mi. of no work section
0.43 mi. of "Y" code.

- OVER -

USCOMM-DUSCOMM-DC 48006-P61

POWDER RIVER BRIDGE SECTION

PROJECT NO. RS-01-106(1)

Existing Facility:

Roadway-------26-foot graveled surface with irrigation ditches on either side.
Structure-----63-foot structural steel girder with reinforced concrete deck having a horizontal clearance of 22 feet.

Adjacent Sections: 26-foot graveled surface roadway.

Project Data: The work consists of the following:

(a) Widen existing 63-foot long structural steel deck girder bridge (Br. No. 7759A) to provide a horizontal clearance of 32 feet. Salvage and re-install in bridge abutment wall a ditch headgate with measuring gauge. Construct approx.2,000 feet of irrigation ditch and install a 54-inch arch-type pipe. Install guardrail at each end of structure.

(b) Extend 8'x4' double R.C.B.C. and construct approx. 300' of irrigation ditch.

Note: County to construct roadway.

Bridge type code X031----------$67,900
Minor Strs. type code Y007----------$60,050

Exception to Minimum Standards: None

Relocation Assistance Payments: None required.

System Action, Water Development, Railroad, Recreation and Historical Areas: None involved.

Airport: Baker Municipal Airport lies southeasterly within two miles of the east end of the project, but the proposed facility will not cause any conflict with the operation of the airport.

IM 50-1-70 Requirements: State Clearinghouse and District 13 Clearinghouse A-95 review approval letters dated November 21, 1973 and December 12, 1973, respectively.

FHPM 7-7-2 Requirements: Nonmajor action project concurr FHWA on January 6, 1975.

FHPM 7-7-5 Requirements:

(a) Corridor/Design public hearings offered January February 6, 1975, and no requests for a hearin Certification required by Section 128 "Public H Title 23, U.S.C. made under the provisions of t Road Plan" on March 11, 1975.

(b) Location/Design approval granted under the "Sec Plan" on March 25, 1975.

Control of Utilities: The State does not have, at this t authority to control the use by utilities of the rig this project. A State-County agreement is being pro comply with paragraph 6d(1) of PPM 30-4.1.

Route Data: This is a farm-to-market road, a mail road a bus route.

Note: This project is in Congressional District No. 2.

OWDER RIVER BRIDGE SECTION

PROJECT NO. RS-01-106(1)

ty:

-----26-foot graveled surface with irrigation ditches on either side.
-----63-foot structural steel girder with reinforced concrete deck having a horizontal clearance of 22 feet.

ns: 26-foot graveled surface roadway.

The work consists of the following:

n existing 63-foot long structural steel deck girder bridge (Br. No.) to provide a horizontal clearance of 32 feet. Salvage and re-ll in bridge abutment wall a ditch headgate with measuring gauge. ruct approx.2,000 feet of irrigation ditch and install a 54-inch -type pipe. Install guardrail at each end of structure.

nd 8'x4' double R.C.B.C. and construct approx. 300' of irrigation h.

construct roadway.

e code X031----------$67,000
. type code Y007----------$60,050

imum Standards: None

tance Payments: None required.

ater Development, Railroad, Recreation and Historical Areas: ved.

Municipal Airport lies southeasterly within two miles of the nd of the project, but the proposed facility will not cause any ct with the operation of the airport.

rements: State Clearinghouse and District 13 Clearinghouse A-95 roval letters dated November 21, 1973 and December 12, 1973, ly.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by the FHWA on January 6, 1975.

FHPM 7-7-5 Requirements:

(a) Corridor/Design public hearings offered January 30, 1975 and February 6, 1975, and no requests for a hearing were receiv. Certification required by Section 128 "Public Hearings" of Title 23, U.S.C. made under the provisions of the "Secondary Road Plan" on March 11, 1975.

(b) Location/Design approval granted under the "Secondary Road Plan" on March 25, 1975.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being proposed to comply with paragraph 6d(1) of PPM 30-4.1.

Route Data: This is a farm-to-market road, a mail road and a school bus route.

Note: This project is in Congressional District No. 2.

#1316

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
September 23, 1975

FROM: R. C. Lang
Regional Federal Aid Engineer

TO: Lyle Watson
Design Team Supervisor

S A L E M

SUBJECT: La Grande/Baker Highway-
Powder River Section
Chandler Lane
FAS 01-106
Baker County

Met with Baker County Court at Indian Hills Motel in Pendleton concerning the above subject project.

The Court reaffirmed their intention to proceed with the project as outlined in the attachments to Mr. Terpin's letter of August 14, 1975, identified as follows:

Page	Items by Contract	Items by County
4	1. Extend RCBC	Earthwork: Exc. 241 Emb. 167
9	11. Drain Ditch	1. Road Approach - 1
10	7. Install 54" Arch Pipe	1. Road Approach - 7
	Items 3, 4, 5, 6, 7, 8, 9, 10, 11, 11A, 11B, 12, 13, 14	2. Remove Wood Bridge Earthwork Approx. Quan.: Exc. 1015 Emb. 4822

The Court requests the project be let as soon as possible.

REFERRED TO

Beard ____ Reed
Cole ____ Sample
Eriksen ____ Watson W
Heger ____ Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RCL:je
Attachments

cc: Dennis L. Fuller
Don Harwell

1 Verstoeg
A. Olson
2 Torpin T
Scott
Swenson
R. Olson
Trout

RECEIVED
SEP 24 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

FORM 81-734-3030

RE ☒ ENGR ☒ RBE ☐ RME ☐ Fillmore

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE ☐

August 14, 1975
Salem, Oregon

RDE ☐

RECEIVED
AUG 15 1975
REGIONAL OFFICE

FROM: Frank E. Terpin
Final Design Engineer

SUBJECT: LaGrande/Baker Highway-Powder River
FAS 01-106 (Chandler Lane)
Baker County

TO: W. E. Schwartz
Region V Engineer

Enclosed are four sets of prints and estimates on the subject section of the proposed construction as requested by Baker County.

The County had requested that the structure be widened, the RCBC to be extended and irrigation revision throughout the project. The dollar value to be kept somewhere near $100,000.

As noted on the plans, the items circled in red will be done by contract and the items circled in green are to be done by the County.

On Sheet 10, items 9, 10, 11 and 14 will be required to be constructed with the bridge widening. If the County does not wish to do the grading at this time, all the rest of the items may be delayed. A temporary irrigation ditch would then be required from the 30" culvert pipe, item 14, to the existing irrigation ditch.

Please review these plans with the County and note any revisions on one set and return to this office.

RECEIVED
AUG 22 1975
RESIDENT ENGR.
H. M. FILLMORE

8-15-75 jc cc Frank E w/ plans
Deliver copy of this info
to county & arrange follow
up meeting at time to
review plans for Design.
D. Fillmore

LKW:we
cc: Don Harwell
L. K. Watson

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 3 Sheets

Section La Grande/Baker Hwy - Powder Riv.
Highway Chandler Lane County Baker Prefix 501-1+36
Length _____ Miles _____ Designer Watson-Hemy Date 6-17-75
Signed _____ Title _____

Grading & Drainage $ 49,729

Surfacing Contract Plans $ —

Extra Work

Salvage & Reinstall	$ _____
Head wall	$ 2,000
_____	$ _____
_____	$ _____
_____	$ _____
_____	$ _____
_____	$ _____
_____	$ _____
_____	$ _____
_____	$ _____
_____	$ _____

TOTAL EXTRA WORK $ 2,000

TOTAL . . . . . $ 51,729

+20% Engineering and Contingencies . $ 10,271

Structures

Widen Structure	$ 60,000
_____	$ _____
_____	$ _____
_____	$ _____

TOTAL STRUCTURES $ 60,000

Right of Way $ _____

TOTAL ESTIMATED COST . . . . . $ 122,000

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Contract Plans

Sheet 2 of 3 Sheets

Section La Grande/Baker Hwy — Powder Riv.
Highway Eldorado Line County Baker Prefix
Length Miles Designer Date 8-12-75

GRADING AND SURFACING ITEMS

ITEM	UNIT	NET	GROSS	PRICE	AMOUNT
Tr. Exc.	Cu.Yd.	184		10.00	1840
Ditch Exc.	Cu.Yd.	1348		5.00	6740
54" Arch	Lin.Ft.	140		60.00	8400
Bedding Matl.	Cu.Yd.	24		10.00	240
12" Culv. Pipe	Lin.Ft.	38		10.00	380
12" Irriga. Pipe	Lin.Ft.	48		12.00	576
Loose RipRap (Cl.100)	Cu.Yd.	322		12.00	3864
30" Culv. Pipe	Lin.Ft.	36		19.00	684
Guard Rail, Type 2A	Lin.Ft.	350		12.00	4200
Anchor, Type I	Each	4		350.00	1400
End Piece, Type "C"	Each	4		130.00	520
					38404
Conc. Diversion Box	Lump Sum				3,500
Mobilization	8%				3,600
Temp. Prot. & Dir. of Traffic	Lump Sum				4,600
Temp. Signs	—				
Temp. Barricades	—				
Flagmen	Hour	80		14.00	1120

TOTAL 44,664

REGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Contract Plans

Sheet 3 of 3 Sheets

Section La Grande/Baker Hwy - Powder Riv
Highway Channel Lane
Length _____ Miles _____ County Baker Prefix _____
Designer Watson - Henry Date 8-13-75

RCBC Extension

GRADING AND SURFACING ITEMS

ITEM	UNIT	NET	GROSS	PRICE	AMOUNT
Conc. In R.C.B.C. (Extension)	Cu.Yd.	24		175.00	4200
Reinforcement	Lbs.	3,500		0.60	2280
Trench Exc.	Cu.Yd.	86		10.00	860
Ditch Exc.	Cu.Yd.	145		5.00	725

TOTAL 8065

Sec. 24, T.8S.,

① Sta 26+82
8'x4' Double RCBC (In Pl.)
Extend -16' Rt.
Const. Outlet Ditch
10' Bottom, 2:1 Slopes
Class 3300-1½ Conc. - 24 C.Y.
Reinforcement - 3,800 Lbs.
Gen. Exc. 30 C.Y.
Tr. Exc. 56 C.Y.
Org Nos 24635, 17292 & 8455

② Const. Appr. - 3 (Total)
(For Details, See Sheet 2)

③ Sta 27+79 Lt.
Inst. 18" Culv. Pipe - 32'
Tr. Exc. 5 C.Y.

④ Sta. 40+52
30" Arch Type Pipe - 36' (In Pl.)
Remove - 2' Lt.
Extend - 4' Lt.
-14' Rt.
Bedding Matl. 4 C.Y.
Tr. Exc. 16 C.Y.
(for Details, See Sheet 2)

⑤ Sta 40+62
Inst. 30" Arch Type Pipe - 52'
Const. Inlet & Outlet Ditches
4' Bottom, 2:1 Slopes
Bedding Matl. 6 C.Y.
Tr. Exc. 32 C.Y.
Ot. Exc. 10 C.Y.
(For Details, See Sht 2)

⑥ Sta 40+10 Lt
12" Culv. Pipe - 40' (In Pl.)

⑦ Sta 42+50 Lt
Abandon 12" Culv. Pipe - 24'
Inst. 12" Culv. Pipe - 32'
Tr. Exc. 5 C.Y.

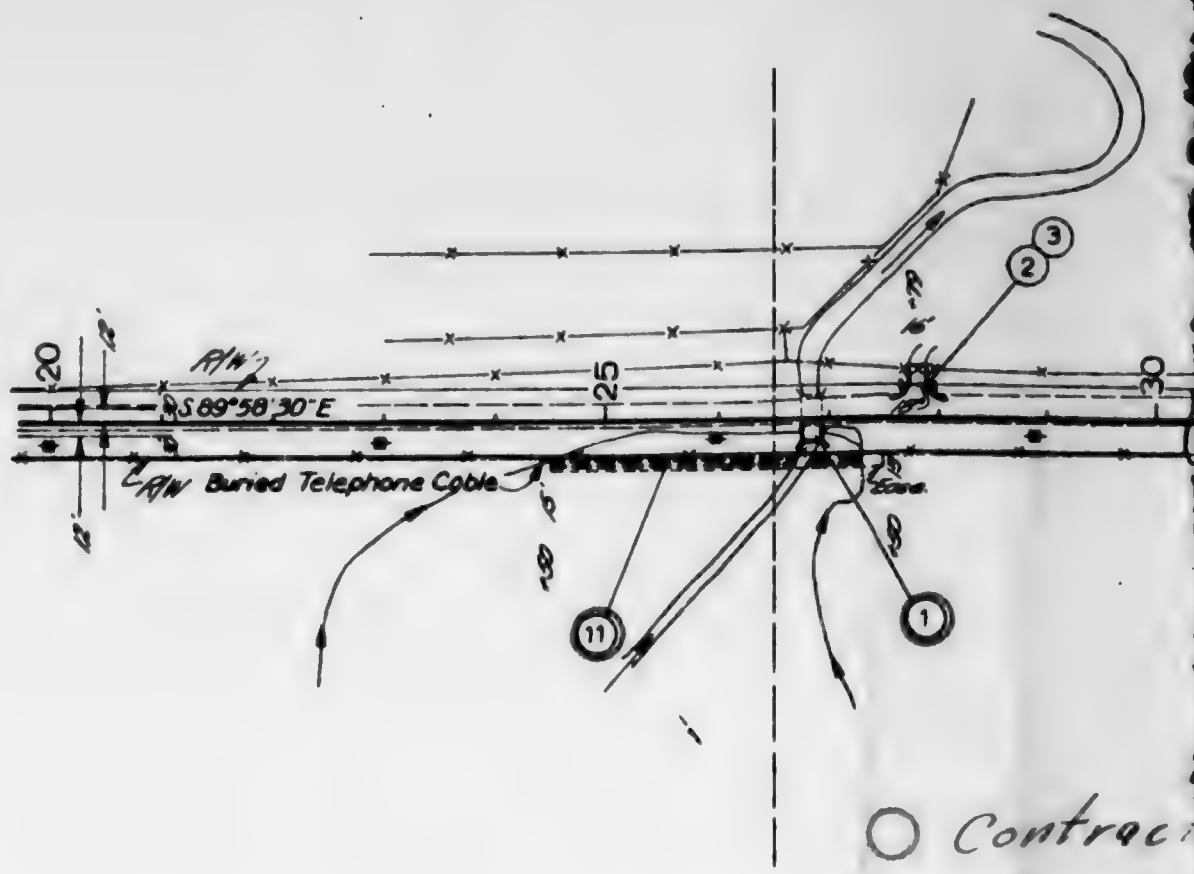
⑧ Sta 44+60
2-30" Arch Type Pipe - 40' (In Pl.)
Extend - 8' Lt. Each (16' Total)
-8' Rt. Each (16' Total)
Bedding Matl. 4 C.Y.
Tr. Exc. 30 C.Y.
(For Details, See Sheet 2)

⑨ Sta 36+50
Inst. 18" Culv. Pipe - 58'
Tr. Exc. 17 C.Y.

⑩ Sta 39+50
Inst. 18" Culv. Pipe - 56'
Tr. Exc. 16 C.Y.

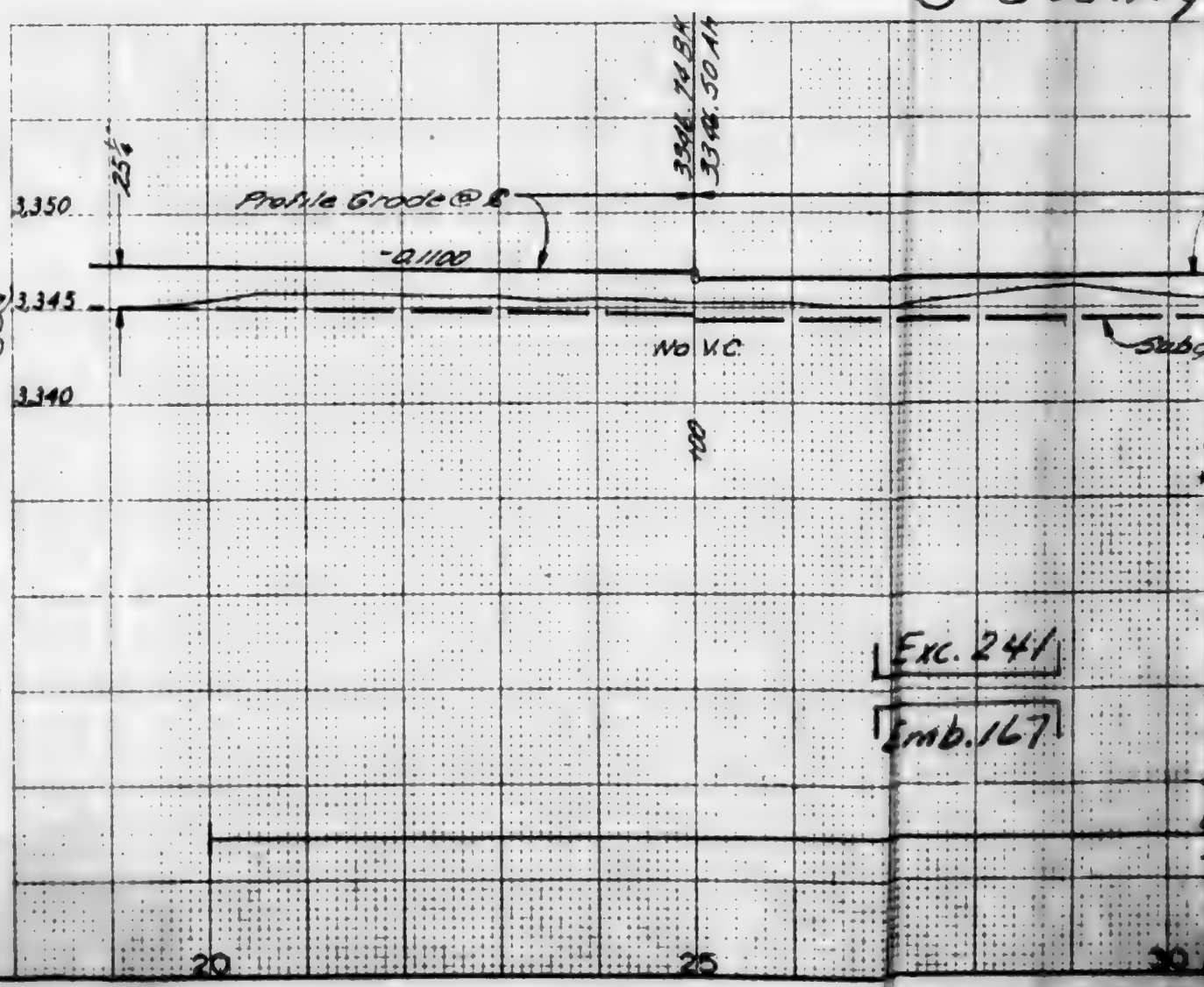
⑪ Sta 24+50 To Sta 27+90
Const. Drain Ditch
2' Bottom, 2:1 Slopes
Ot. Exc. 165 C.Y.

⑫ Const. Rd. Comm. - 1 (Total)



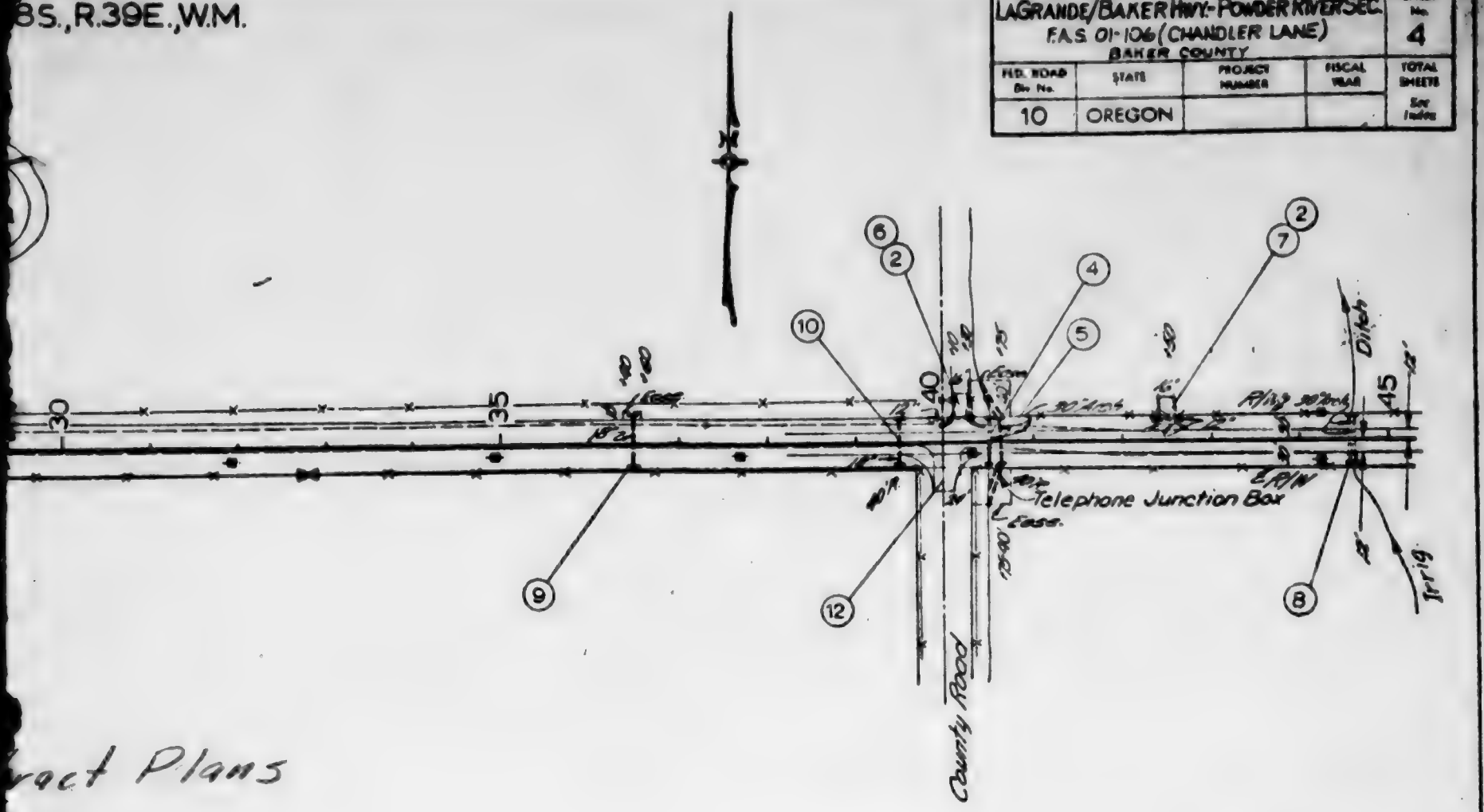
○ Contrac

○ County



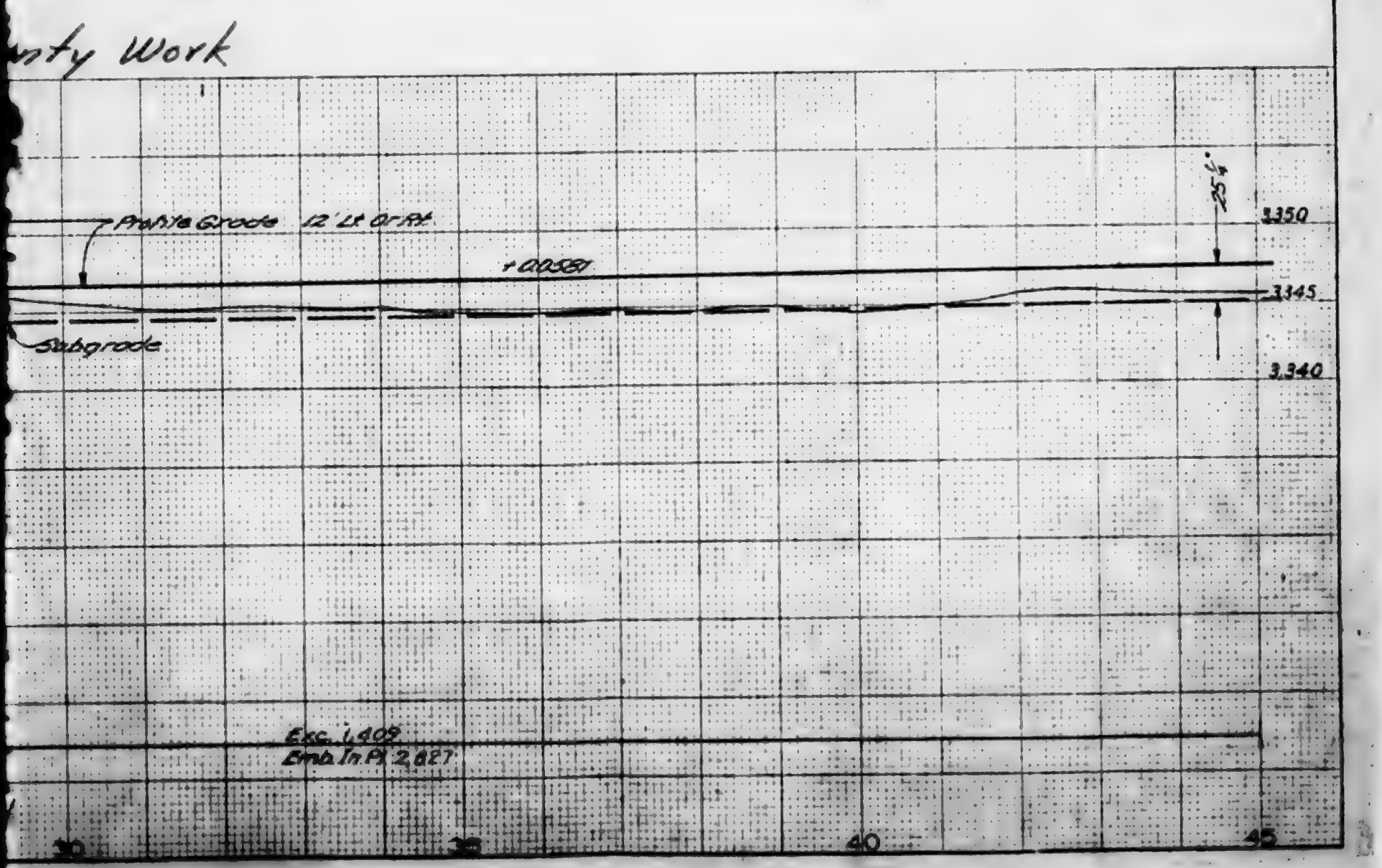
8S., R.39E., W.M.

LaGrande/Baker Hwy.-Powder River Sec. F.A.S. 01-106 (Chandler Lane) Baker County				Sheet No. 4
Fed. Road Div. No.	State	Project Number	Fiscal Year	Total Sheets
10	OREGON			See Index



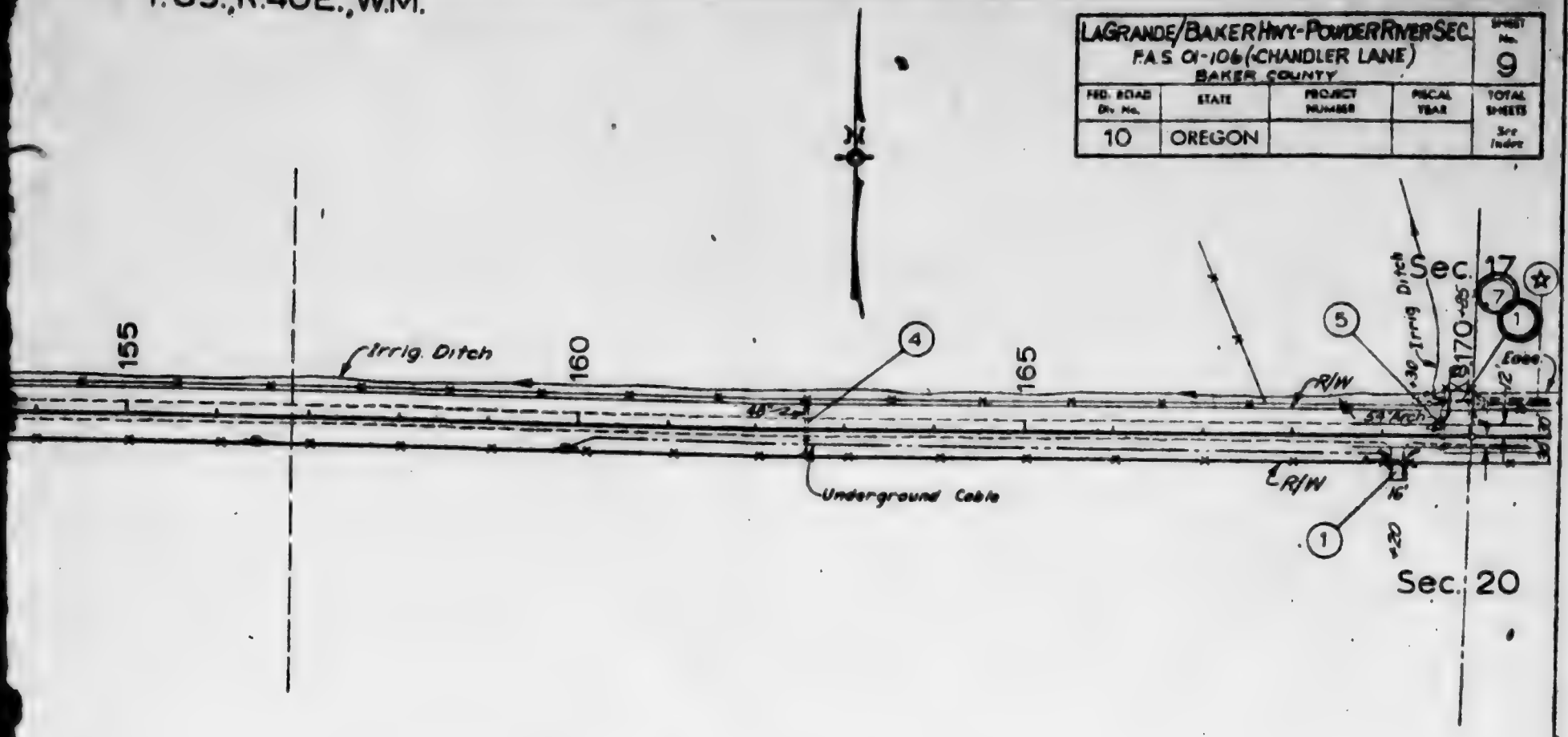
Contract Plans

County Work



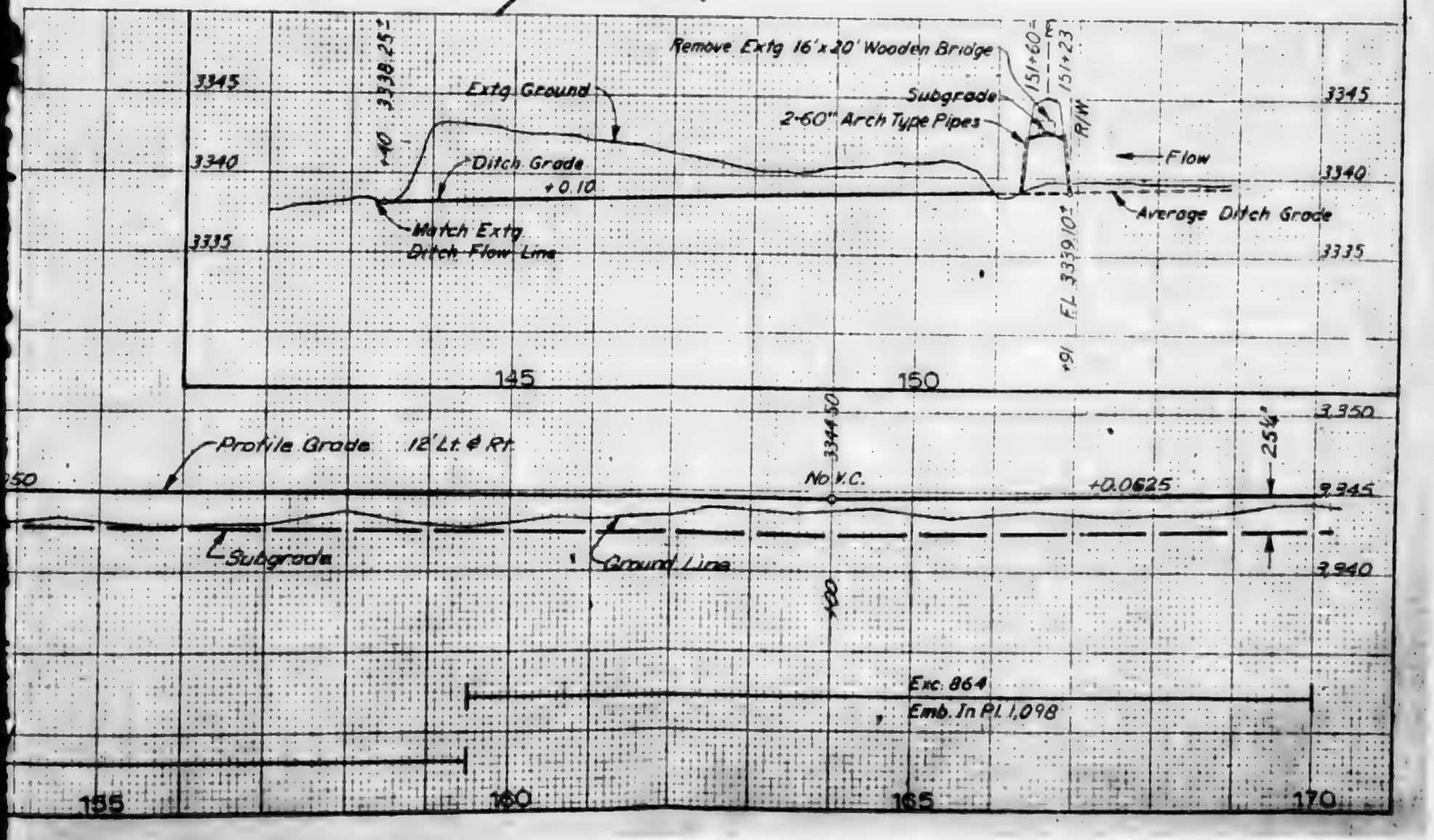
T.8S., R.40E., W.M.

LAGRANDE/BAKER HWY-POWDER RIVER SEC. F.A.S. 01-106 (CHANDLER LANE) BAKER COUNTY				SHEET No. 9
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



○ Contract Plan

○ County Work



(★) See Adjacent Sheet

(1) Const. Appr. – (Total)

(2) Sta. 151+23
Remove 20' Wooden Bridge - 16'
Inst. 2-60" Arch Type Pipe - 62' Each (Total 124')
Const. Inlet Ditch
2' Bottom, 2:1 Slopes
Bedding Matl. - 33 C.Y.
Tr. Exc. 80 C.Y.
Dt. Exc. 5 C.Y.

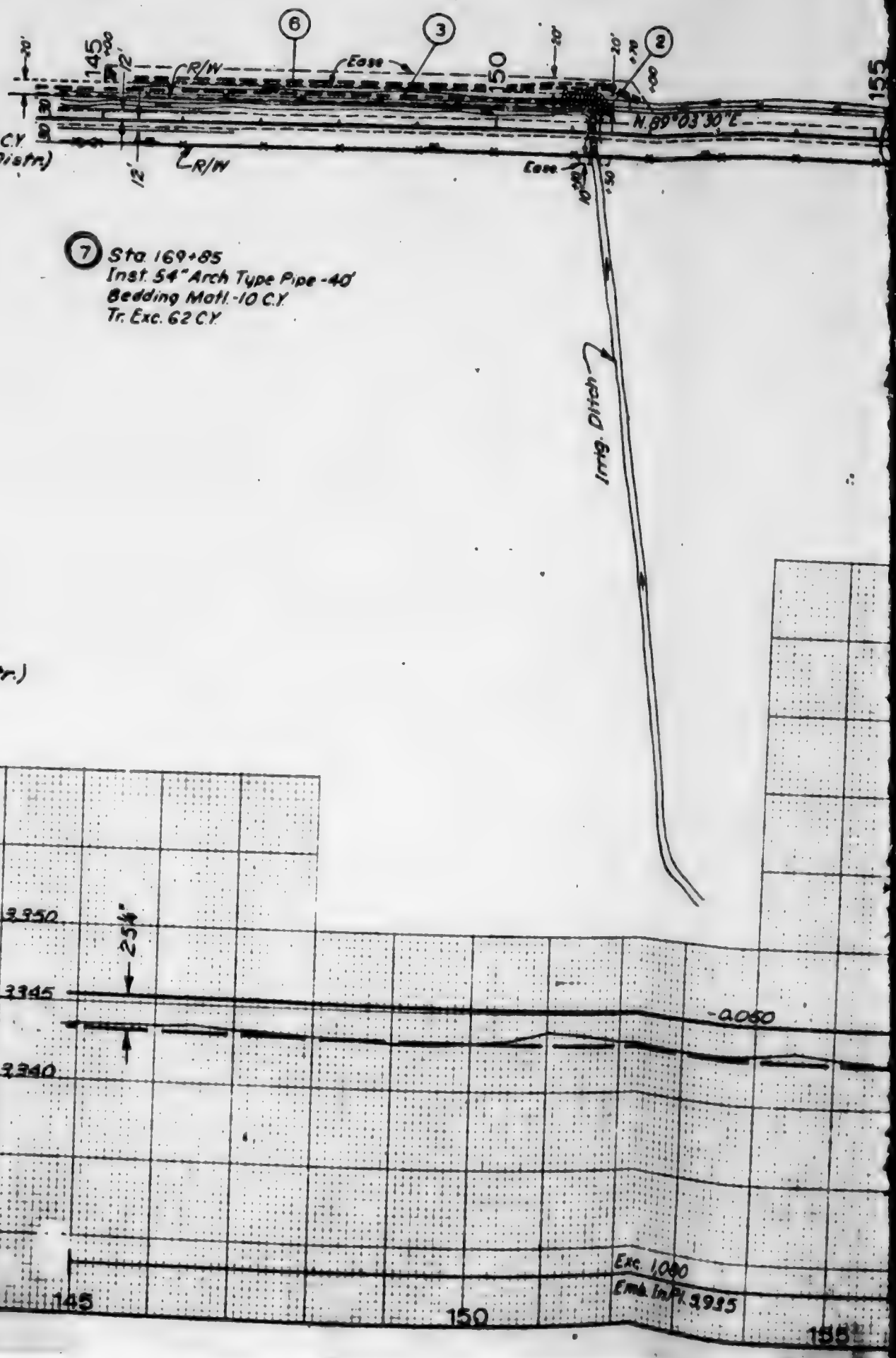
(3) Sta. 143+60 To Sta. 151+23
Const. Irrig. Ditch
9' Bottom; 2:1 Slopes
Const. Loose Riprap (Class 100)-300 C.Y.
(Earthwork Incl. In Main Rdwy. Distn.)
(For Details, See Sht. 2A)

(4) Sta. 162+59
48" Culv. Pipe - 38' (In Pl.)
Extend - 8' Lt.
-16' Rt.
Tr. Exc. 32 C.Y.

(5) Sta. 169+70
Abandon Arch Type - 34'

(6) Sta. 145+30 To Sta. 151+90
Const. Irrig. Ditch
"V" Bottom; 2:1 Slopes
Dt. Exc. 110 C.Y.
(Earthwork Incl. In Main Rdwy. Distr.)
(For Detail, See Sht. 2A)

(7) Sta. 169+85
Inst. 54" Arch Type Pipe - 40'
Bedding Matl. - 10 C.Y.
Tr. Exc. 62 C.Y.



T. 8S., R. 40E., W.M.

LAGRANDE/BAKER HWY-POWDER RIVER SEC. F.A.S. 01-106 (CHANDLER LANE) BAKER COUNTY				SHEET NO. 10
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

N 89°15'30" E — ℄ Irrigation Ditch — ℄ Fence — N 89°50'30" E — ℄ R/W

POWDER RIVER — 14' Min Roadway — 100' (±) — 190' Arch Spring Or

175 — 180 — 185 — 190

Project Plan
Survey Work

Subgrade — Grade 12' Lt Or Rt — -0.3464' — 200' V.C. — +1.2469' — 250' V.C. — -1.0957' — 200' V.C.

Exist Structure — High Water 3,347.1 (Feb 74)

3,350 — 3,345 — 3,340

END OF PROJECT STA. 190+00

Culv. No. 342 — Culv. Invert El. 3,337.97

☆ See Adjacent Sheet

(1) Const. Approach - 7 (Total)

(2) Sta. 176+80, Rt.
Remove 20'x13' Wooden Bridge

(3) Sta. 177+10 To Sta. 185+40, Rt.
Const. Irrigation Ditch
4' Bottom, 2:1 Slopes
Dt. Exc. 690 C.Y.

(4) Sta. 178+75
Abandon 12" Culv. Pipe - 16'
Inst. 12" Irrig. Pipe - 30'
Tr. Exc. 5 C.Y.

(5) Sta. 181+15, Lt.
12" Irrig. Pipe - 48' (In Pl.)
Extend - 10' Rt.
Tr. Exc. 2 C.Y.

(6) Sta. 182+80, Lt.
12" Irrig. Pipe - 96' (In Pl.)
Extend - 18' Rt.
Const. Inlet Ditch
'V' Bottom, 2:1 Slopes
Tr. Exc. 3 C.Y.
Dt. Exc. 5 C.Y.

(7) Sta. 183+70 Lt.
12" Irrig. Pipe - 18' (In Pl.)
Extend - 10' Lt.
- 10' Rt.
Tr. Exc. 4 C.Y.

(8) Sta. 176+30 To Sta. 180+75 Lt.
Const. Irrig. Ditch
1' Bottom, 2:1 Slopes
Dt. Exc. 68 C.Y.

(9) Bridge No. 1 159A
Widen O-Xing Structure - 64.5'
Rdwy. Width - 32'
(For Drg. Nos., See Sht. 1)

(10) Const. Loose Riprop (Class 100) - 180 C.Y.
(For Details, See Drg. No. 29799)

(11) Const. Guard Rail - 350' (Type 2A) (Total)
(11 W) (11 R) Const. Anchors - 4 (Type 1) (Total)
Inst. End Pieces - 4
(Type CX Total)

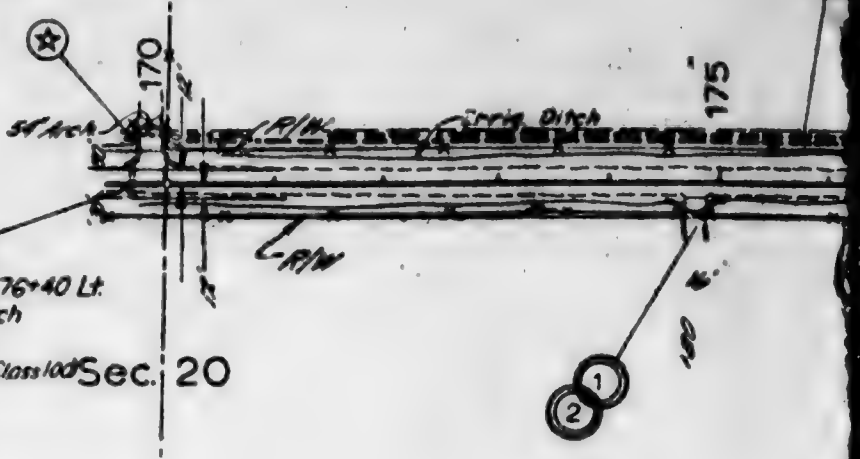
Sec. 17

(12) Sta. 169+70 To Sta. 176+40 Lt.
Const. Irrigation Ditch
4' Bottom, 2:1 Slopes
Const. Loose Riprop (Class 100) - 75 C.Y.
Dt. Exc. 585 C.Y.

Sec. 20

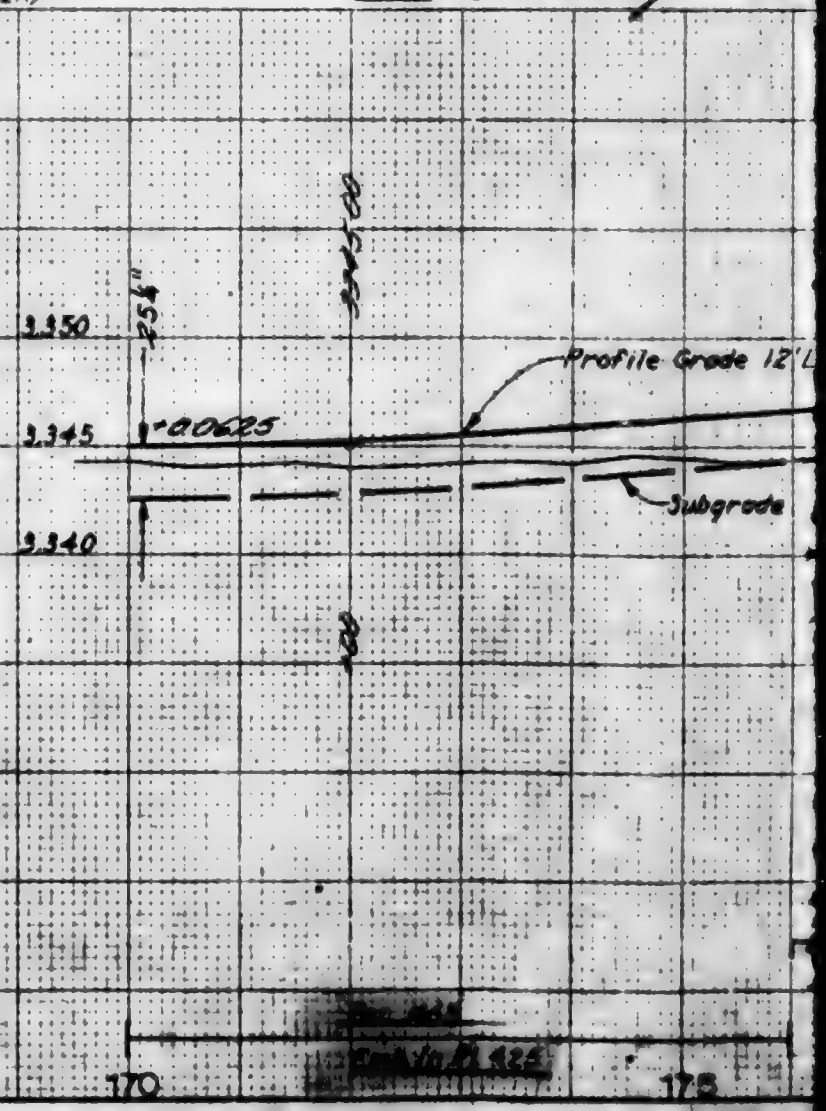
(13) Sta. 176+80
Inst. 12" Culv. Pipe - 8'
Inst. 54" Arch Type Pipe - 100'
Const. Conc. Diversion Box Lt.
Class 3000 - 1½ Conc. - 111 C.Y.
Const. Loose Riprop (Class 100) 67 C.Y.
Bedding Matl. 14 C.Y.
Tr. Exc. 86 C.Y.
(For Details, See Sht 2A)

(14) Sta. 185+00, Rt.
Inst. 30" Culv. Pipe - 38'
Satv. & Reinstall Headwall
With Measuring Gauge
Tr. Exc. 22 C.Y.
(For Details, See Bridge Plan)



○ Contract

Q County W



fas 01-106
Baker Co

RE RCE RBE RME
ROE SEP 10 1975
RDE RECEIVED REGIONAL OFFICE

September 9, 1975
Baker, Oregon 97814

Mr. W.E. Schwartz
Region V. Engineer
P.O. Box 850
La Grande, Oregon 97850

RE: FAS 01-106 (Chandler Lane)

Dear Pat:

Baker County has received the summary and cost estimates wherein grading and drainage and widening of bridge structure on the Chandler Lane project at a total estimated cost of $122,000.00. Baker County Court has met with our county roadmaster and have come to the conclusion that we would like to go ahead with the proposed project.

If this is finalized for bids and if there are necessary signatures from our office, please forward to us the necessary agreements.

Thank you for your past consideration.

Sincerely,

Dennis L. Fuller
County Judge
Baker, Oregon 97814

DLF:tc

9/11 Ltr Frank Terpstra
Ron Hammell

RECEIVED
COUNTY COURT
17

fas 01-106
Baker Co

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
July 28, 1975

FILE: BR 7759A

FROM: J. E. Backstrand
Supervising Design Engineer

TO:

Mr. D. N. Harwell
County-City Engineer

SUBJECT:

Powder River Section
LaGrande-Baker Highway
FAS-C 01-106
Baker County

The current estimated cost of the structure widening over the Powder River for the above project is $88,000. This figure includes the extra cost of installing 350 lineal feet of guard rail at the bridge ends with anchors and end pieces, and 180 cubic yards of Class 100 riprap at the structure site. It does not include any additional cost not formerly attributed to the structure widening. Twenty percent has been added for engineering and contingencies.

RFE:dh

cc L. L. Wallace

RECEIVED
COUNTY & CITY SECTION
JUL 29 1975
☑ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

FAS 01-106
Baker Co

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

July 24, 1975

FILE:

FROM: R. C. Lang
Regional Federal Aid Engineer

TO: Don Harwell
County-City Engineer

SUBJECT: Powder River Section
La Grande-Baker Highway
FAS-C 01-106
Baker County

As you know, the above project has been halted in our processing toward advertisement for bids at the request of Judge Fuller. The reason for the request was based on the escalation of the original project estimate and the lack of funds.

The Court feels it is not in the best interests of the County to proceed with the total project at this time because of the estimated job costs. However, the Court recognizes the commitments made to the Highway Division concerning improvement of the route.

The Court wishes to proceed with the project development in the following manner:

1. Prepare plans, specifications and advertise for bid the structure widening over the Powder River (item 44), box culvert (items 15, 16), irrigation revision throughout project and any item necessary to complete the above described work. Request the dollar value be somewhere in the $100,000 range, assuming the cost estimate sheet dated 3/24/75 is still realistic.

2. The County will proceed with grading and surfacing by using their own forces as funds become available.

Please advise if a revised project request will be required. _____

RCL:sh

Copy to:- Walt Hart
J.H. Versteeg

RECEIVED
COUNTY & CITY SECTION
JUL 25 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE

fas 01-106
Baker Co

7-3-75

COUNTY OPTIONS

Approved for Closing

BAKER COUNTY

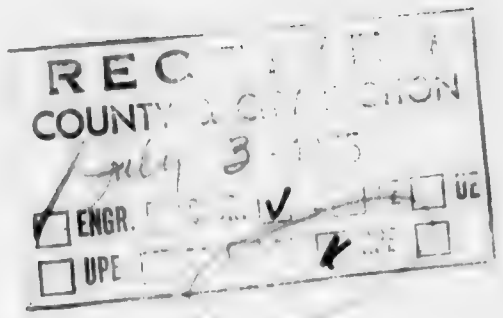
La Grande Baker Highway-Powder River Section - Chandler Lane Co. Road

48304	Chankler Herefords, Inc. and Oregon Corp.	$ 300.00
48416	Harrison, Rober H. & David C.	250.00
48305	Grabner, Kenneth E. & Norma E.	50.00
48306	Grabner, Kenneth E. & Norma E.	50.00
48308	Wilson, Marvelle	50.00
48309	Eugene Brent & Dora F. Perkins	200.00
48310	Wellman, Effie I.	150.00
		$1,050.00

Approved March 13, 1975

48307 Northwest Pipeline Corporation $ 265.00

Approved June 27, 1975



Jan 01-106
Baker Co

OREGON STATE HIGHWAY DIVISION

RE ☐ RCE ☐ RBE ☐ RME ☐
ROE ☐ RDE ☐

La Grande, Or.
May 1, 1975

MAY 2 1975
RECEIVED
REGIONAL OFFICE

Mr. Frankie Schmuck, Jr.
Northwest Pipeline Corporation
P. O. Box 1526
Salt Lake City, Utah. 84110

Re: La Grande-Baker Highway-
Powder River Section
FAS 01-106 (Chandler Lane)
Baker County

Dear Mr. Schmuck:

Thank you for your letter of April 28th regarding your pipeline crossing of Chandler Lane.

I am handing your letter to Mr. Harlen Gerlach our Regional Utilities Engineer who will contact you in answer to your letter.

Very truly yours

H. M. Fillmore
Resident Engineer

cc W. E. Schwartz
Harlen Gerlach

RECEIVED
COUNTY & CITY SECTION
MAY 5 1975
☑ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

E-123

Northwest Pipeline Corporation

P. O. BOX 1526
SALT LAKE CITY, UTAH 84110
801 - 328-8252

April 28, 1975

RECEIVED
MAY 1 1975
RESIDENT ENGR.
H. M. FILLMORE

Mr. H. M. Fillmore
Oregon State Highway Division
State of Oregon
P.O. Box 850
La Grande, Oregon 97850

Dear Mr. Fillmore:

La Grande-Baker Highway--Powder River Sec.
F.A.S. 01-106 (Chandler Lane)
Baker County

Your letter to Mr. Wayne Gentry dated March 27, 1975, along with with a set of drawings, was sent to this office for our review.

After reviewing your proposed plans and following our Company policies in cases where a road is to be upgraded and permanent surface is to be installed, we find it necessary to excavate our pipe across the road right-of-way and approximately ten feet each side of the right-of-way. At this time, we inspect all welds by X-ray, recoat the pipe, pad around the pipe, if necessary, and backfill excavated ditch per highway specifications. Since our pipe across the road right-of-way meets all requirements as set forth in DOT Code, we would remove existing casing.

In June, 1972, Baker County acquired an easement from the Company for road right-of-way, with the Company retaining the property in fee. We, therefore, feel all cost to inspect the pipe and remove the casing should be paid by the Oregon State Highway Division. The cost for this project should not exceed $2,000.00.

If this is acceptable to you, please prepare any necessary agreements for Company's signature or a letter of acceptance. After acceptance, we will proceed with our work.

Very truly yours,

Frankie Schmuck, Jr.
Senior Project Engineer

tm

RECEIVED
COUNTY & CITY SECTION
MAY - 1975
☑ ENGR. ☐ COOR. ☐ ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

P 31.6

13

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 7, 1975

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

RE: LaGrande-Baker Highway
Powder River Section
Chandler Lane, FAS 01-106
Baker County

FROM: Robert H. Prange
Rural Engineer
County-City Unit

Attached for your signature are two copies of a hearing certification required by Section 128, Title 23, U.S.C.

We have on file affidavits of publication and letters from Baker County stating that the opportunity for a public hearing was afforded the public relative to the proposed project and that no one requested a hearing.

If approved, will you please return a signed certification to this office for filing and further distribution.

RHP:scr

Attachment

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter

3-11-75

One signed copy returned to Bob Prange.

RECEIVED
MAR 10 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

MEMORANDUM TO FILES

RE: LaGrande-Baker Highway-Powder River Section
Chandler Lane, FAS 01-106
Baker County

I certify on behalf of the Oregon State Highway Division that the opportunity to request a location-design hearing was afforded the public relative to the proposed project on the LaGrande-Baker Highway-Powder River Section, FAS 01-106 in Baker County, and that no requests for a hearing were received.

I further certify that the Highway Division, with Baker County, has considered the socio-economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

By E. J. Dunster
Assistant State Highway Engineer

Date 3-11-75

RHP:scr
3/7/75

FAS 01-106
Baker Co

March 6, 1975
(date)

Baker County Court
Courthouse
Baker, OR 97814

In order to comply with requirements of the Federal Highway Administration covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Unit State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway FAS 01-106

Section La Grande-Baker Highway--Powder River: Grade, Base, Structures (3)

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
MAR 12 1975
☑ ENGR. ☐ CUOR. ☑ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

March 11, 1975
(date)

By Clement L Zuller
County Judge

By F. William Smith
Commissioner

By George V. Nicholson
Commissioner

cc: Duane Ridings
Proj Mgt

#8316

FAS 01-1(6)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 10, 1975

Salem, Oregon

FILE: Br. 7759A

FROM: Jerald E. Backstrand
Supervising Design Engineer

TO: Mr. Lyle Watson
Road Design

SUBJECT:

Powder River Br. Widening
LaGrande-Baker Hwy.
Baker Co.

Re: Memorandum to the Files (February 5, 1975) by Lyle K. Watson.

Discussion with Frank Burnett brought out that the County Roadmaster, D. L. Best, was mostly concerned about upgrading the existing bridge to guarantee federal funds on the structure widening.

Bob Pillsbury of the FHWA indicated there would be no problem with federal participation.

In light of the relatively extensive work required to change the existing structure and the fact that it has a good rating, is in good condition, and doing the job at present, no contract work on the existing structure is proposed other than that already shown on the plans.

JEB/ag

REFERRED TO

Beard	Reed
Cole	Sample
Eriksen	Watson
Hager	Wolfe

Return Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

1 V
2 T

#8316

FAS 01-106

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
February 10, 1975

FROM: Harlin Gerlach
Regional Utilities Engineer

SUBJECT: F.A.S. 01-106
(Chandler Lane)
Powder River Section
La Grande - Baker Hwy
Baker County

TO: Frank Terpin
Final Design Engineer

S A L E M

ATTENTION: Lyle Watson

Attached is a list of power poles not shown on present plans. This list also includes poles that have been removed since the detail map was made up.

REFERRED TO

Beard — Reed
Cole — Sample
Eriksen — Watson
Heger — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

HWG:fv

RECEIVED
FEB 12 19
ROAD DESIGN SECTION

Form E-To

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 1 OF 2 SHEETS

2-12-74

La Grande / Baker Hwy — Powder River Sec.
EAS 7-1(6) (Chandler Lane)
Power poles to be shown on Plans are Poles to be removed from plans

Sta.	Dist. Lt.	Dist. Rt.		Remove from Plans		Guy to Pole		
5+50		13'		yes				
9+50		26'				yes		
11+60		28'				yes		
17+60		10'		yes				
20+30		30'						
22+95		18'						
25+78		18'						
28+57		15'						
31+92		13'						
34+94		12'						
37+70		12'						
41+30		11'						
44+25		20'						
48+60		20'						
52+01		30'						
55+70		20'						
59+75		20'		yes				
59+60	25'					yes		
63+12	20'							
65+20		145'						
65+45		115						
65+81		150						
69+96	29'							
73+10	28'							

Form F-1

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 2 OF 2 SHEETS

La Grande / Baker Hwy. ~ Powder River Section — 2-10-76

FAS 01-106 (Chandler Lane)

Power Poles to be Shown on Plans are Poles to be removed from plans

Sta.	Dist. Lt.	Dist. Rt.		Remove from Plans		Add to Plans		
76+75	23'					yes		
81+20	28'							
85+00	28'							
88+34	37'							
90+60	210'							
91+05	195'							
94+25	36'							
97+65	25'							
101+25	28					yes		
137+55	24'		These 5 pole are Tel poles for a 32 wire					
137+85		9'	Tel. Toll line crossing, Not Power poles as shown					
138+45		25'	Tel. Pole not Power Pole as shown					
142+00		25	" "	"	" "	"	"	
145+60		22'	" "	"	" "	"	"	
149+25		29	" "	"	" "	"	"	
152+65		20	" "	"	" "	"	"	
156+15		29	" "	"	" "	"	"	
159+05		29	" "	"	" "	"	"	
165+25	25'					yes		
169+60	29'			165				
174+75			Power Poles with Tel. attached					
To			"	"	" "	"		
194+45			"	"	" "	"		

#8316

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 5, 1975

FILE:

FROM: Lyle K. Watson
Design Team Supervisor

TO: MEMORANDUM TO THE FILES

SUBJECT: LaGrande/Baker Hwy.-Powder River
FAS 01-106 (Chandler Lane)
Baker County

RECEIVED
ROAD DESIGN SECTION

A plans in hand review was held on the named section in Baker, Oregon on Tuesday, January 28, 1975.

During construction of ditches on the easements ,it will be the responsibility of the contractor to maintain existing fencing or construct temporary fencing. Permanent fencing will be constructed by the county.

The region utility engineer is to obtain additional power and or telephone poles not shown on plans.

Berms are to be constructed on the irrigation ditch right Station 177± to 185±. Irrigation ditch Lt. 176± to 181± to be graded to flow ahead on line and a metal slide gate placed on 12 inch pipe in the diversion box Station 176+80.

The existing structure was constructed in 1953 with an H 15 loading. D. L. Best, County Roadmaster, requested it to be upgraded to H 20 loading to match the proposed widening.

The discharge of water from pumping required in the mandatory source cannot be discharged directly into irrigation ditches if it contains silts or sediments. Settling basins or filtering systems will be required.

The irrigation season is from April 1 to September 30. During haying season, July 4 to August 1, the irrigation water is turned off. Some of the new culverts and irrigation pipes could be installed during this period.

A temporary water measuring device and gate valve may be required during the widening of the Powder River structure if constructed prior to September 30. An E.W.O. for $1,000 as an anticipated item, will be added tor the temporary water measuring and gate valve. C. W. Travis, Baker Valley Irrigation District, will approve the temporary installation if it is also approved by the State Water Board.

Mr. Durward L. Best, Baker County Roadmaster indicated his dislike for double pipe installations because of trash build-up between the pipes. The most trash in this area seems to be old fence posts. Mr. Best indicated that the County will install metal fence posts at the inlet of the pipes to act as trash racks.

The following named people participated in this review.

Dennis L. Fuller	Baker County Judge
Durward L. Best	Baker County Roadmaster
C. W. Travis	Baker Valley Irrigation District
Dale Allen	Region Construction Engineer
Richard Peterson	FHWA
Mort Fillmore	Resident Engineer
Frank Burnett	Resident Engineer
Jerry Juniper	Assistant Resident Engineer
Harlin Gerlach	Region Utility Engineer
Lyle Watson	Final Design Supervisor
Norman L. Henry	Designer

LKW:we
cc: To All Participants
C. T. Keasey
L. L. Wallace
C. G. Swenson

FAS 01-106

FORM E-35

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon

DATE January 20, 1975

TO Dale D. Allen
Region Construction Engineer

FROM P. F. Burnett
Resident Engineer

RE ☐ RCE ☐ RSE ☐ RME ☐
RDE ☑ JAN 21 1975
RDE ☐ RECEIVED REGIONAL OFFICE ☐

SUBJECT Revision of Plans for
Temporary Protection and
Direction of Traffic
La Grande/Baker Hwy. - Powder River Section
FAS 01-106 (Chandler Lane)
Baker County

Have reviewed subject revisions in signing and find these all right except as follows:

Road closures for pipe installations, except at Salmon Creek, should be of limited duration - not over four hours.

PFB/tlh
cc: file

cc to Terpin
Pallin

REFERRED TO

1 Board 4 EB ____ Reed
____ Cole 2 ____ Sample
____ Eriksen ____ Watson
____ Hager ____ Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
3 Swenson
R. Olson
Trout

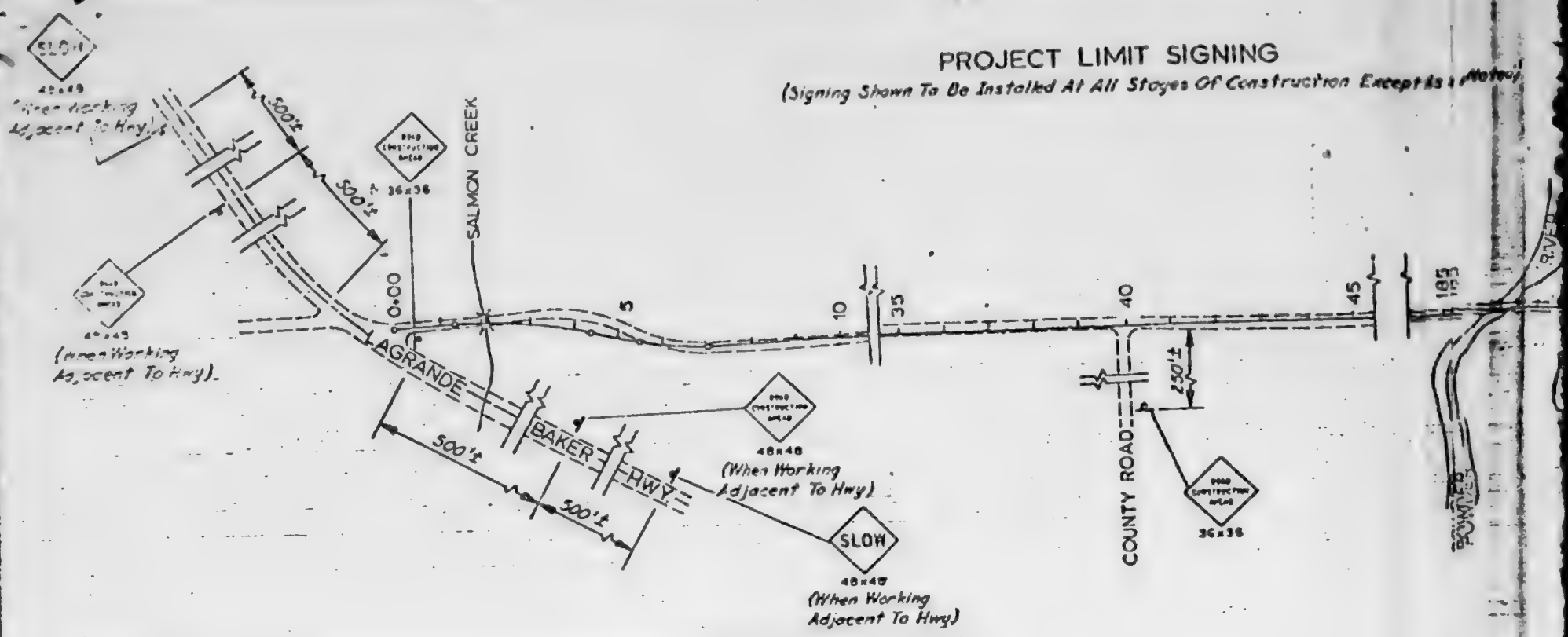
RECEIVED
JAN 23 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

ICAL ONE LANE

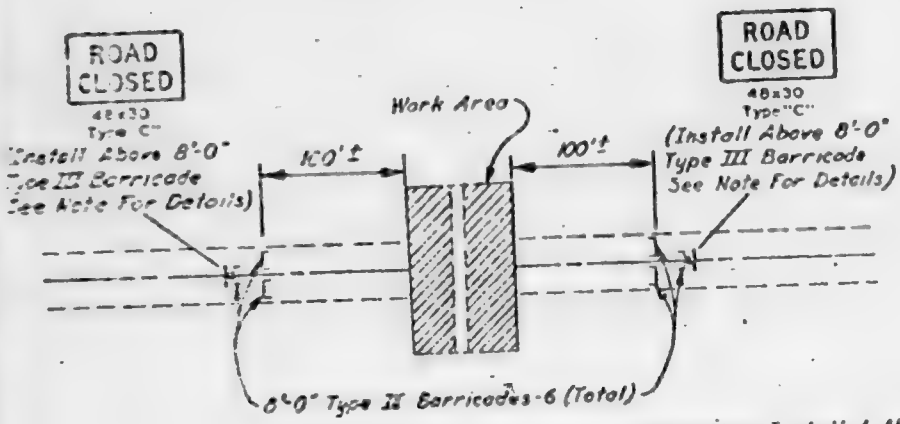
PROJECT LIMIT SIGNING

(Signing Shown To Be Installed At All Stages Of Construction Except As Noted)

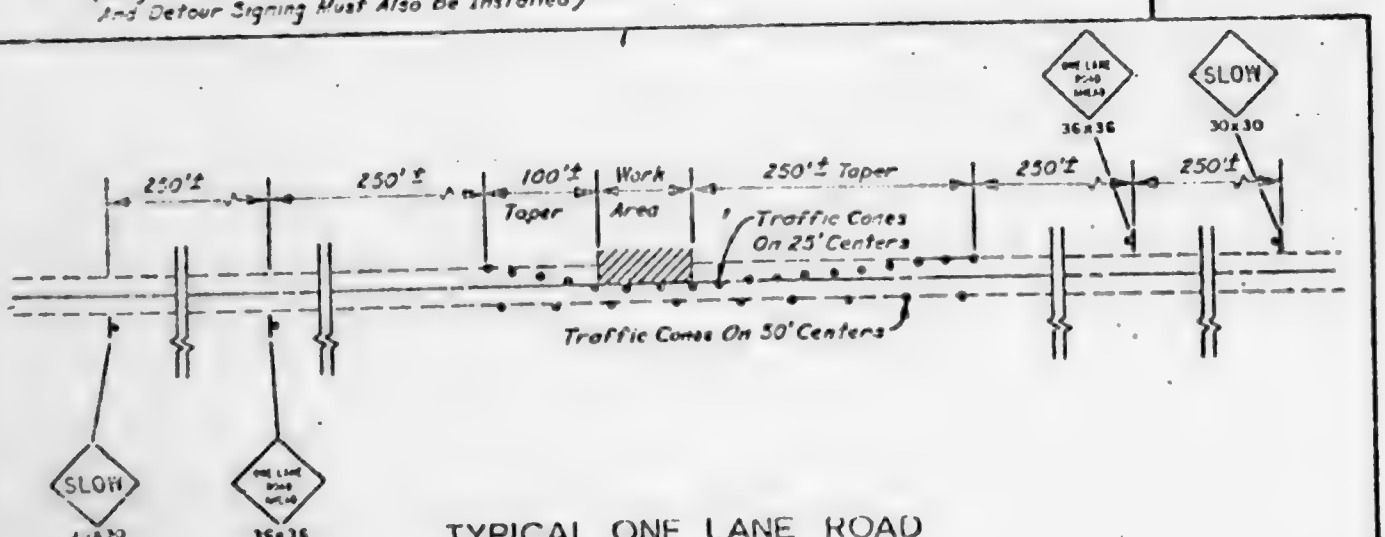


ROAD CLOSURE SIGNING AND DETAILS

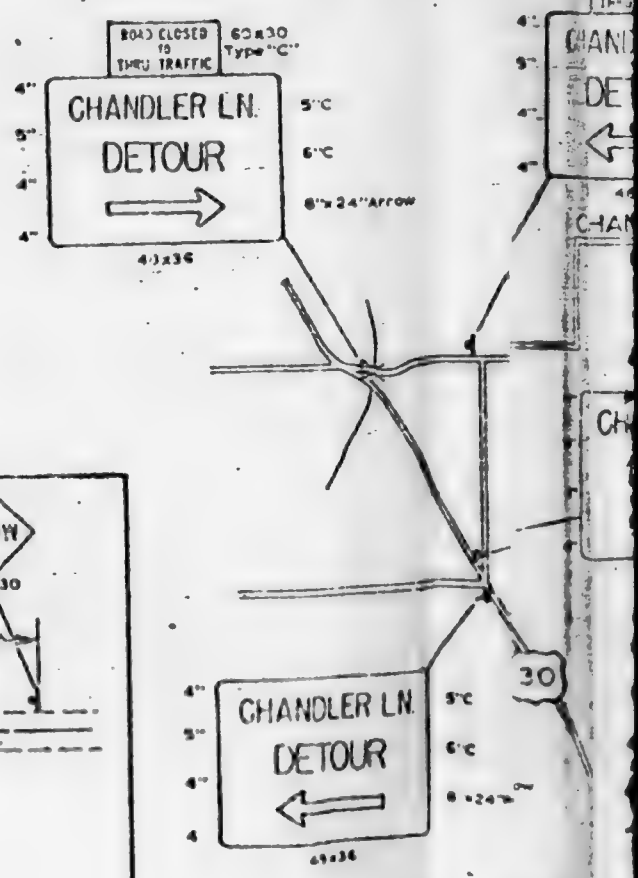
(Only One Road Closure Will Be Allowed At A Time And Detour Signing Must Also Be Installed)



Note: Signs Installed Above Type III Barricades Shall Be On Wood Posts At A Mounting Height Of 7 Feet Above The Roadway. The Post Shall Be Securely Attached To The Barricade To Prevent Swaying.



TYPICAL ONE LANE ROAD



DETOUR SIGNING FOR PIR
ST 2-03

Accompanied By Drgs S-1, S-2 & 2126C

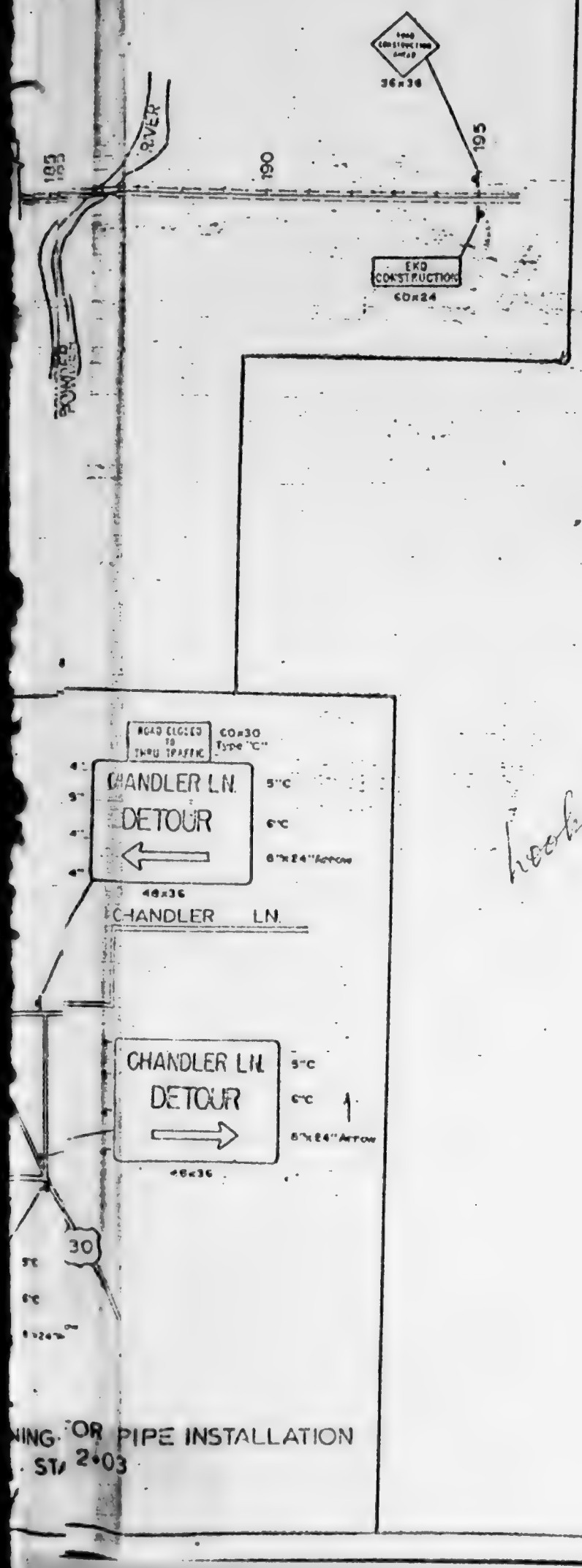
All Signs To Be Type "O" Unless Otherwise Noted On Plans

LA GRANDE/BAKER HWY-POWDER RIVER SEC.				SHEET NO.
F.A.S. 01-106 (CHANDLER LANE) BAKER COUNTY				28
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	* FISCAL YEAR	TOTAL SHEETS
10	OREGON			NO. SHEETS

TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC

PRELIMINARY COPY
JAN 10 1975
SUBJECT TO CHANGE
FINAL DESIGN UNIT

AS REVISED



looks OK - road

HMH

...ING FOR PIPE INSTALLATION
... STA 2+03

8316

15

J. B. Boyd
Right of Way Engineer

January 8, 1975

C. W. Head
Commission Services

MISC. CONTRACTS and
AGREEMENTS No. 5181

Attached for transmitting to Baker County is a fully executed copy of an agreement for right of way services covering acquisition on the Chandler Lane County Road (Powder River Section), La Grande-Baker Highway. Also attached is a conformed copy of this agreement.

We have retained an original signed copy for the Transportation Commission's files.

fkm
Att.

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 7, 1975

FILE:

FROM: Adele L. Egan
Right of Way Office Manager

TO: Verne Allen
Regional R/W Supervisor

SUBJECT: La Grande-Baker Highway
Powder River Section
Chandler Lane County Road
Baker County

Attached you will find four revised option forms in sextuplet covering right of way to be acquired in connection with the La Grande-Baker Highway Powder River Section of the Chandler Lane County Road of Baker County.

This is a State-County agreement project and you are to use prefix 7936.

These descriptions have been revised at the request of the property owners.

Enclosed for your information is a copy of the Revision Request.

We are attaching three prints of a section of map 9B-11-25 covering this area and bearing our date of January 3, 1975.

File No.	Name	Area
48308	Marvelle Wilson et al	400 sq. ft.
48309	Eugene Brent and Dora Frances Perkins	0.4 acre
48310	H. L. and Effie L. Wellman	13910 sq. ft.
48416	Robert H. Harrison et al	0.4 acre p-1 1485 sq. ft. p-2 0.32 acre p-3

AC:ks
Enc. 4 options, etc.

cc: W. E. Schwartz - 2 prints
Milner Mead - 1 print
Frank Lowe
Title - 1 print
Armand Riveness - Exhibit
Jim Dixon
D. Harwell - County-City

RECEIVED
COUNTY & CITY SECTION
JAN 8 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

January 2, 1975

LaGrande, Oregon

FILE:

FROM: H.M. Fillmore, Res. Engr.

TO: W.E. Schwartz
Region Engineer

SUBJECT:
Preliminary Plans
LaGrande - Baker Hwy. - Powder River Section
FAS 01-106
Baker County

I have the following comments on the preliminary plans on the subject project:

1. If costs are still the criterion as to whether or not the project is built, I question the need of the filter blanket in the irrigation ditch slopes Stations 143 + 60 to 145 + 30 Lt. and Stations 150 + 80 to 151 + 23 Lt.

2. If cost is a factor, I feel the detour signing is in excess. If one way traffic can be maintained while the Powder River Bridge is under construction there is no need to detour traffic via Hughes Lane. Temporary detours, one day at a time, can be signed on portable stands and routed via the county road at Station 40 or the pipes can be installed one half at a time with no road closures.

3. I am quite sure the drainage from existing pipes at Stations 137 + 50 and 141 presently drains East into the big ditch at Station 143 + 50. If this is true (there is too much snow now to tell), I do not think it should be diverted westerly into an area that can not handle the existing drainage.

4. The approach left of Station 187 must be retained. The approach to the right of Station 186 + 50 does not have to be replaced.

REFERRED TO

Beard	Reed
Cole	Sample
Eriksen	Watson
Hager	Wolfe

Return Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

H.M. Fillmore

H.M. Fillmore

Resident Engineer

cc Tenpin

#2216

FAS-01-106

REFERRED TO
Beard Reed
Cole Sample
Eriksen Watson W
Heger Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Baker, Oregon

DATE December 30, 1974

TO Dale D. Allen
Region Construction Engineer

FROM P. F. Burnett
Resident Engineer

SUBJECT Preliminary Plans
La Grande/Baker Hwy. -
Powder River Section
Chandler Lane
Baker County

Warren
A. Olson
2 Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JAN 3 - 1975
ROAD DESIGN SECTION

Reference your letter, subject as above, dated, December 16, 1974, The following submitted:

1. Pipe crossing at station 44+60 is erroneously shown as culvert on pipe data sheet. This should show irrigation and reflect a requirement for water tight joints.

a. Pipe crossing at station 47+74 shown as culvert and should show irrigation. Include requirement for water tight joints also on pipe data sheet.

2. The accuracy of the existing pipe material has been reviewed. The information presented is accurate.

Remarks column of pipe data sheet, 2C, bottom of page should read; Salmon Creek. Size of pipe at station 61+05 has been verified as 54" Arch Type, sheet 5.

Checked with Baker Postmaster and there shouldn't be any serious problems for mail carrier. The mail deliveries by carrier are limited to the ends of Chandler Lane - near old Highway 30 - there are 8 mail boxes between La Grande - Baker Hwy. and the first county road. There are 2 mail boxes from frontal road along I80N to just West of Powder River that are in construction area. These deliveries are made on two different routes so mail carrier doesn't have to travel Chandler Lane only on ends as above described.

Rather than signing for detours as shown on plans "Road Closed to Through Traffic" signs on both ends of Chandler Lane and at County road at Station 40 should be adequate. The traffic on this road is mostly local people and signs at Campbell St. Intchg., Richland Intchg., Hughes Lane and other points shown on temporary signing plan would only tend to confuse travelling public.

cy Fillmore 12/31 BC

#0211 FAS 01-106

FAS 01-106
Baker Co

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 20, 1974

FILE:

FROM: Adele L. Egan
Right of Way Office Manager

TO: Verne Allen
Regional R/W Supervisor

SUBJECT: La Grande-Baker Hwy.-Powder River Section
Chandler Lane County Rd.
Baker County

Attached you will find one original and one revised option form in quintuplet covering right of way to be acquired in connection with the La Grande-Baker Highway-Powder River Section on the Chandler Lane County Road in Baker County.

File 48308 has been revised because of a change in the irrigation facility. This also calls for the addition of file 48416.

Enclosed for your information are copies of the Authorization List, Mr. Scott's letter of December 16, 1974, and a copy of the Revision Request.

We are attaching three prints of a section of map 9B-11-25 covering this area and bearing our date of December 17, 1974.

File No.	Name	Area
48308	Marvelle Wilson	1,000 sq. ft. p-1 400 sq. ft. p-2
48416	Robert H. Harrison et al	0.4 acre p-1 0.32 acre p-2

RECEIVED
COUNTY & CITY SECTION
DEC 23 1974
☐ ENGR. ☑ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

AC:ks
Enc. 2 options, etc.

cc: W. E. Schwartz - 2 prints
Milner Mead - 1 print & Auth. List
Frank Lowe - letter
Title - 1 print
Fred Jeter
Armand Riveness - Exhibit
Jim Dixon
H. S. Cox

#8316

FAS 01-1(6)

Salem, Oregon
December 16, 1974

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48416 - Harrison
LaGrande/Baker Highway-Powder
River Section
Chandler Lane County Road
Baker County

Attached is an additional description and an authorization for an irrigation facility easement on the subject project, which was caused by a change of plans.

The change also affected Parcel 2 of File 48308, which was sent to your office today along with revised Right of Way prints.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 16 1974
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

Contract # 8316

FORM E-30

PRO 4-3

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE December 9, 1974

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
Powder River Section (Chandler Lane)
La Grande-Baker Highway
Baker County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
H. S. Cox
D. E. Swan
B. L. Gifford
Region 5 (W.E. Schwartz)
District 13 (G.A. Starkey)

APPROVED
E. S. Hunter
E. S. HUNTER
Date 12-10-74

RECEIVED
DEC 10 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8316

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

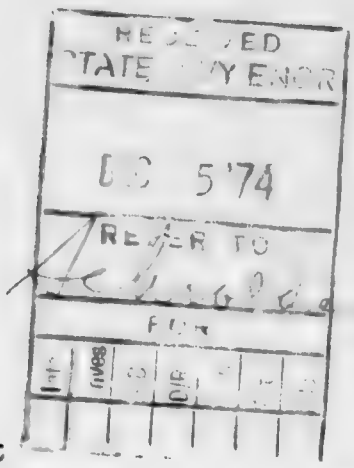
SUBJECT: Oregon Project FAS-C 01-106
Powder River Section (Chandler Lane)
La Grande-Baker Highway
Project Assessment

DATE: December 2, 1974

In reply refer to: 1041DA.A

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon



Based on the attached assessment and our field review, we concur that a negative declaration is the appropriate document for this project. A copy of the Project Assessment is returned as requested.

cc Hunter

William H. Kappus
for G. L. Green

Attachment
Project Assessment

Copies to Kulien
Potter
12-6-74

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date November 8, 1974

A. PROJECT IDENTIFICATION

Name of Project Powder River Section (Chandler Lane) FAS-C 01-~~105~~ 106 RS-01-106(-)
(Section)

Location of Project LaGrande-Baker (Highway Name) U.S. 30 (Highway No., US - ORE)

(City) Baker (County) 5 (Region)

Program FAS-C (Funding) $450,000 (Estimated Cost) (OSHD 501-1434) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: General Improvement. Rebuilding existing road to minimum standards. Road traverses land that is subject to periodic flooding. Objective is to raise grade and improve drainage. Chandler Lane is a principal collector route serving agricultural community.

Origin and History: Baker County received FAS-C status for the Powder River Section (Chandler Lane) in January of 1973. The Oregon State Highway Division will furnish engineering and environmental expertise. A-95 Review completed and commentary returned to OSHD (Nov. 1973). No area of conflict.

C. DESCRIPTION OF PROJECT

Length 3.6 miles

Termini LaGrande-Baker Highway - North Powder River

Alignment ☐ New ☒ Existing ☐ Combined Drainage ditch to be realigned. Degree of horizontal curvature to be slightly modified.

CATEGORY 3 PROJECT

NON-MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Temporary easement (11 acres pasture), permanent easement (1.1 acres pasture), fee R/W (0.7 acres pasture).

Typical Section Two 12-foot travel lanes, oil macadam surface; 4-foot shoulders.

Structures Present Chandler Lane bridge (Powder River) to be widened, one box culvert extended and one small bridge to be replaced with box culvert.

Characteristics (ADT) Principal collector route.

Other General Information (or Supplemental information to items) Most R/W has been acquired. Two sharp right-angle curves to be replaced with 14° curves. Relocation of irrigation ditch will require easement.

Project Sketch Map is Attached: [XX] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

None proposed

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [ ] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [ ] Required

Interagency Coordination - Baker County

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The project is located within the relatively flat Baker Valley at an elevation of approximately 3,300 feet msl. The Elkhorn Range of the Blue Mountains rises abruptly from the valley floor about 8 miles west of the project. These mountains attain elevations exceeding 8,000 feet, trend N-S and form an effective rain shadow. Average annual precipitation in the project area is about 9 inches, most (14%) of which occurs during the spring months. During January-March, temeratures average 29°F; temperatures for July-September averate 67°F. The valley is drained by the Powder River which also provides irrigation water. Valley soils tend to be alkaline with PHs exceeding 9.0 at some locations. Evaporation during the summer leaves a white Calcium carbonate residue at a number of locations. Because of the proximity of the Powder River local soil conditions and topography, the water table is high during much of the year. Flooding in the spring is not uncommon. The principal vegetation on the valley floor is salt grass (Distichlis stricta). Some water courses are lined with brushy riparian vegetation. Small fur bearing mammals inhabit the water courses. Trout may be taken from the Powder River.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The relatively short growing season of 138 days precludes the growth of many crops. Grazing and the growth of hay crops are the principal agricultural pursuits in the project area. Large tracts of land are irrigated by means of ditches or rotating pipe systems. Livestock production occurs throughout the project area. Because of drainage problems, most land is classed as II, III or IV in terms of agricultural potential (Soil Conservation Service Classification). Utilities in the project area include California Pacific, Northwest Pipeline, El Paso Natural Gas and General Telephone. Industrial pollution (other than animal wastes) is practically unknown. The settings rural and does not subject to significant noise.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. **Estimated Right-of-Way Requirements:**

   11 acres Temporary Easement (for Construction)
   1.1 acres Permanent Easement (for Irrigation facility) - Being negotiated.
   0.7 acres Fee R/W (for curve flattening)

   Consequences:

   No significant adverse impacts. Relatively little land will be taken out of agricultural production. Abandoned irrigation ditches will be filled for possible utilization as agricultural land.

2. **Estimated Changes in Traffic Patterns:**

   None.

   Consequences:

3. **Estimated Changes in Land Use:**

   1.1 acres to include newly constructed irrigation ditch. Small parcels to facilitate curve flattening (note #1). Material (borrow) source persently utilized as pasture (S. ½ section. 8, Tup 8S, R. 40E) - approximately 2½ acres. Second materials source - existing quarry (SW¼ N½ SE½ Sec27 Twp 75, R. 40E)*

   Consequences:

   Material sources to be rehabilitated. Pasture land to be utilized and converted to fish pond upon completion of project. Quarry site to be seeded with crested wheat and blue grass upon completion of project.

4. **Expected Adverse Effects on Natural Ecological Resources:**

   No significant adverse impacts are anticipated.

   Consequences:

5. **Expected Adverse Effects on Cultural and Scenic Resources:**

   Construction activities may constitute a temporary visual blight. Power poles may have to be moved. Construction activities may inconvenience local residents - particularly during construction.

   Consequences:

   No significant adverse impacts as construction activities will be of short duration. Abandoned drainage ditches and borrow site to be rehabilitated (filled).

* BLM Quarry site about 7 miles from project area.

6. Preliminary Identification of Areas of Critical Environmental Concern:

Time of construction should coincide with periods of low water. Ice blockage under the proposed Chandler Lane Bridge may contribute to flood problems. Bridge design might include ice deflectors.

7. Potential for Controversial Issues:

There may be a problem acquiring 1.1 acres for relocating an irrigation ditch. This acquisition is in the negotiation stage. One owner along project is requesting larger pipe. OSHD Hydraulics maintains that proposed pipe is adequate.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*			
	Minimum	Average	Maximum	
Biologist		XXX		Considers loss of habitat-fish & wildlife (thought to be minimal)
Urban Economist	XXX			
Water Quality Spec.		XXX		Possible siltation during Construction.
Acoustical Engineer	XXX			
Air Quality Engineer	XX XXX			
Cultural Geographer	XXX			
Urban Planner	XXX			
Geologist	XXX			
Hydraulics Engineer		XXX		Possibility of bank erosion associated with new irrigation facility.

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

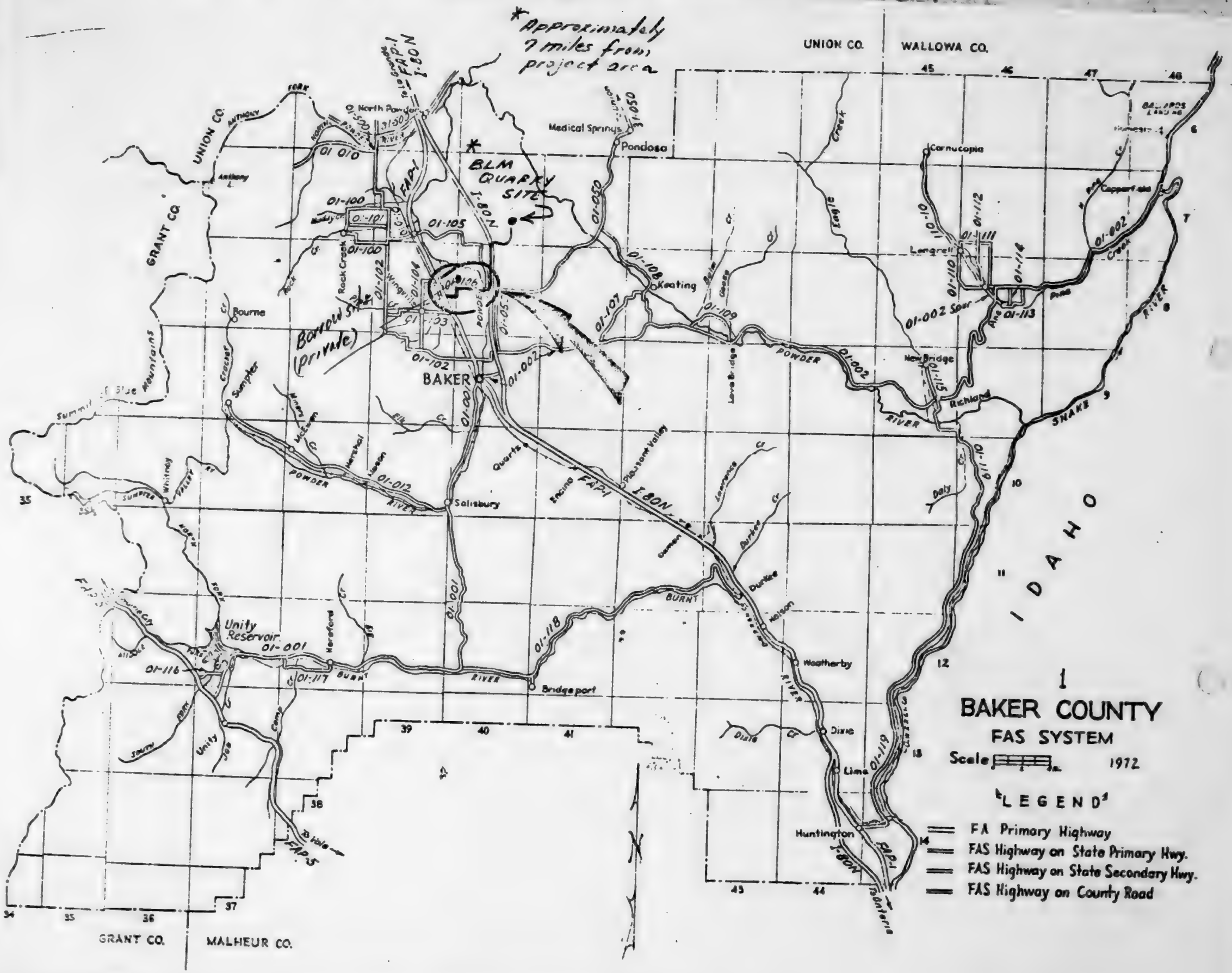
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

- [ ] Draft EIS
- [ ] Final EIS
- [ ] Supplemental Draft EIS
- [ ] Supplemental Final EIS
- [ ] Section 4(f)
- [XX] Negative Declaration
- [ ] State-Wide Negative Declaration
- [ ] Other _____

Negative Declaration can be prepared in the Region Office.

*Approximately 7 miles from project area



LA GRANDE-BAKER HWY. — POWDER RIV. SEC.

CHANDLER LANE
FAS 01-106
Baker County

#8316

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon

DATE November 26, 1974

RE ☒ RCE ☐ RBE ☐ RME ☐
ROE ☒ NOV 27 1974
RDE ☐ RECEIVED REGIONAL OFFICE

TO Dale Allen
Region Construction Engineer

FROM P. F. Burnett
P. F. Burnett
Resident Engineer

SUBJECT La Grande/Baker Hwy. - Powder River Section
FAS 01-106 (Chandler Lane)
Baker County

Regarding questioned items on correspondence (copy attached) from Frank E. Terpin, Final Design Engineer, wish to advise the following:

Paragraph 8 regarding pumping: Property owner would have no objection to discharging water into ditches on either side of proposed excavation.

Paragraph 9: Property owner and Baker County Planning commission are both agreeable to proposed development plan. All property owner really wants is enough dike around perimeter of pond to keep flood waters from flowing into pond. Also property owner and Planning Commission would have no objection to a smaller, deeper excavation than shown. Mr. Quigley, Baker County Planning Commission will write letter accepting this proposed development plan if required.

As to pay items, paragraph 10, I would recommend paying for roadway embankment as embankment in place. Aggregate Subbase could be paid by truck measure.

REFERRED TO

Beard	Reed
Cole	Sample
Eriksen	(Watson)
Hager	Wolfe

(Return) Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

PFB/tlh

cc: file

Forwarded to Terpin, PBallew

RECEIVED
ROAD DESIGN SECTION

cy H. Gerlach

PBallew

#2316

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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NOV 15 1974
ROAD DESIGN SECTION

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Receiver Keep
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Bring Up
Other

Salem, Oregon
November 14, 1974

Frank E. Terpin
Final Design Engineer

LaGrande/Baker Hwy.-Powder River Sec.
FAS 01-106 (Chandler Lane)
Baker County

W. E. Schwartz
Region V Engineer

Enclosed are four copies of Sheet 2B, showing a plan, typical sections, access road, etc. for the proposed mandatory material and borrow source on the named section, There are three documents that cover the development of this site as to excavation slopes, depths, dikes, etc.

The County agreement with the property owner requires a dike around the perimeter of the tract, top width 10 feet, one foot high, and no depth requirement on the pond. Also, no dimensions are given for a minimum or maximum pond area.

The Department of Geology and Mineral Industries permit calls for an approximate maximum depth of 20 feet ± and no dimensions for the pond size.

The reclamation plan calls for a dike around the perimeter of the excavation one foot above normal ground. Water impoundment in the excavation area to be 15 to 20 feet deep.

The Baker County Planning Commission variance use permit calls for a dike one foot high, 30 feet wide around the perimeter of excavation and pond depth variable. Excavation slopes are to be 3:1.

A pond approximately 350 feet by 600 feet by 17 feet, as shown on the accompanying sheet, will provide adequate material for the borrow material, dike construction, access road, and aggregate subbase. The dike would be one foot above normal ground and a top width of 10 feet. The proposed access road to have a 16 foot top width. The dimensions of the pond may be varied as to length, width and depth. The overburden is approximately six feet thick.

The quantities of material required are: 43,000 cubic yards for roadway embankment and 60,000 cubic yards for the aggregate subbase.

If pumping is necessary, can it be discharged into adjacent ditches, or will some other type of discharge or settling basin be required?

Will the proposed development plan be agreeable to the property owner, Baker County Planning Commission, and the Department of Geology and Mineral Industries? Please review and advise if any changes are to be made.

It is proposed to pay for the required borrow excavation for roadway embankment and aggregate subbase by truck measure. Would this be an acceptable bid item? If not, please make a recommendation.

LKW:we
cc: C. G. Swenson
L. K. Watson

8.3.6

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: La Grande-Baker Hwy. - Powder River
Highway: F.A.S. 01-106
County: Baker
Prefix: 501-1434

Res. Engr. P.F. Burnett
Approx. Length 3.6± miles
Sta. _____ to Sta. _____
Date November 12, 1974

Mean Truck A.D.T. 28
Traffic Coefficient 6.2
18 kip s. a. per day 5.6
(1)

Annual Precipitation 10"±
Frost Penetration 30"±
CBE Total Requirement 21.0"

Typical Soil

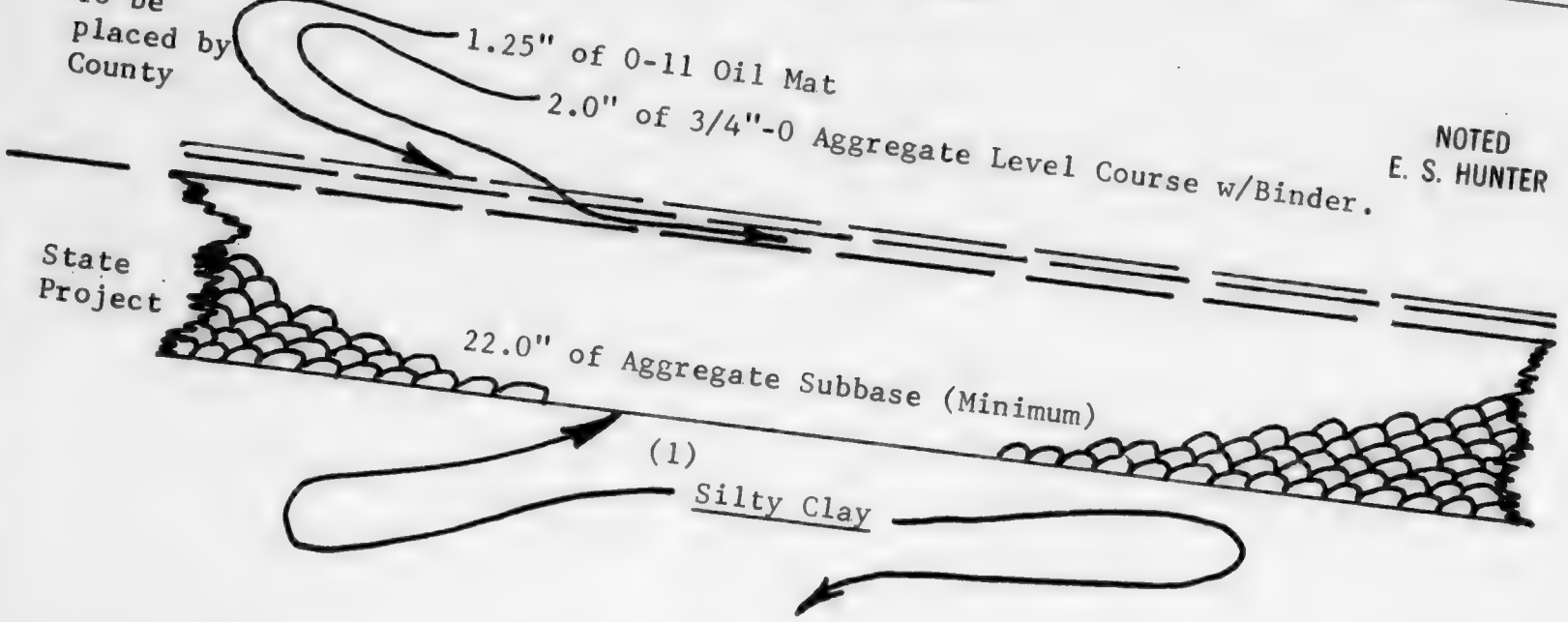
45 LL
15 PI
100 %P 10
92 %P 200
0 % Gravel
1 % C Sand
7 % F Sand
54 % Silt
38 % Clay
5 R Value
A-7-5 AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	Actual Thick.	Component
1.5	1.25	0-11
2.0	2.00	A.L.
17.5	22.00	A.S.B. (Min.)
21.0	25.25	

STRUCTURAL SECTION



NOTED
E. S. HUNTER

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

Submitted by _____ Base Design Engineer
Recommended by _____ Engineer of Materials and Research
Recommended by _____ for Location Engineer
Approved by _____ Asst. State Highway Engineer

SECTION: La Grande-Baker Hwy. - Powder River

HIGHWAY: F.A.S. 01-106

COUNTY: Baker

"OTHER ROADS"

Traffic Coefficient	0-11 *Wearing Surface*	*Aggregate Base*	*Aggregate* Subbase	*"CBE" Total Requirement*	*Actual Thickness*
4.8 - 6.0	1.25"	2.0"	19.0"	18.5"	22.25"
Cars Only	1.25"	2.0"	12.5"	13.5"	15.75"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	1.0"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: La Grande-Baker Hwy. - Powder River

HIGHWAY: F.A.S. 01-106

COUNTY: Baker

140 Present ADT (19 75)

15 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	14	1.5	21	18	450	8100
3	5	1.5	8	7	1000	7000
4	0	---	--	--	1250	- - -
5	2	1.5	3	3	3180	9540
6	0	---	--	--	2570	- - -

28 TOTAL

TOTAL AVERAGE ANNUAL DESIGN EWL 24,640

TWENTY YEAR EWL 492,800

TRAFFIC COEFFICIENT 6.2

SECTION: La Grande-Baker Hwy. - Powder River

HIGHWAY: F.A.S. 01-106

COUNTY: Baker

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil.
7. Stage Construction: Not applicable.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers an Oil Mat.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as traffic does not warrant the use of C.R.P.C.C.

FEDERAL LAND BANK ASSOCIATION OF LA GRANDE
P. O. BOX 950 1112 1/2 ADAMS AVENUE LA GRANDE, OREGON 97850
TELEPHONE: 963-5831

A. W. STANLEY, MANAGER

November 5, 1974

Re: #121303 Bunch

Chandler Lane Gravel Pit.

Mr. Willard Bunch
3210 Plum Street
Baker, Oregon 97814

Dear Willard:

Your application for a partial release to sell gravel to the contractor who will improve the county road adjoining your farm, has been approved by the Federal Land Bank. This approval was based on your agreement to apply one half the proceeds of the gravel sale to the unmatured balance of your Land Bank loan. Based on your previous agreement to this requirement, I am delivering the agreement to the County Court, which agreement has now been signed by the Federal Land Bank and all other parties except the contractor.

We were glad to cooperate in this matter.

Very truly yours,

A. W. STANLEY
Manager

AWS:p
cc: Judge Lloyd Rea ✓
Baker County Court

Send copy of signed agreement to A. W. Stanley
La Grande, Oregon. after Contractor Signs
this agreement

RECEIVED
COUNTY & CITY SECTION
NOV 8 - 1974

the described premises, and to save County and such successful bidding contractor harmless from the claims of any third persons whatsoever, on account of the removal of such earth and gravel from such premises.

(5) The parties intend hereby to create an option for the successful bidding contractor to remove earth and gravel from the premises as indicated, but before such successful bidding contractor shall enter upon said premises, and remove any earth and gravel therefrom, he shall endorse this agreement, signifying that he is bound by the terms and conditions herein contained, and further, such successful bidding contractor shall indemnify and save owners harmless from any and all liability stemming from such contractor's operations on Owners' premises, on account of either personal injury or property damage to third persons.

(6) Such contractor will also agree to strictly comply with all of the laws designed for the protection of the ecology.

IN WITNESS WHEREOF the parties have caused this agreement to be executed the day and year first hereinabove written.

BAKER COUNTY,

By _____
County Judge

_____
County Commissioner

_____
County Commissioner

APPROVED:

THE FEDERAL LAND BANK OF SPOKANE
Lien Holder

By _____
Assistant Vice President

OWNERS

Willard Bunch

Esther Bunch

Mike Bunch

Kenneth Gudner

_____

ALL CONDITIONS ACCEPTED:

_____
Contractor

3- PROFIT A' PRENDRE

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COUNTY & CITY SECTION
NOV 6 - 1974
ENGR. COOR. LE AE UE
UPE PE RE RPE

#8316

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC 17

La Grande, Oregon
October 25, 1974

FROM: Dale D. Allen
Regional Construction Engineer

TO: Frank E. Terpin
Final Design Engineer

SUBJECT:
La Grande-Baker Hwy-Powder River Sect.
FAS 01-106 (Chandler Lane)
Baker County

You requested our recommendations on three alternates on a proposed channel change right of Station 143+90.

This office concurs with the resident engineer that the third proposal is the most desirable.

REFERRED TO

Cole		Reed	
Eriksen		Sample	
Hager		Watson	
Return	☐	Forward	☐
Discuss	☐	File	☐

BY FINAL DESIGN ENGINEER

DDA:sh
Attachment

cc Frank Burnett

1 J
2 T

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon

DATE October 22, 1974

TO Bob Aldrich
Region Office Engineer

FROM P. F. Burnett
Resident Engineer

RE ☐ RCE ☐ RBE ☐
ROE ☑ OCT 23 1974
RDE ☐ RECEIVED REGIONAL OFFICE

SUBJECT La Grande/Baker Highway - Powder River Section
FAS 01-106 (Chandler Lane)
Baker County

Correspondence sent to this office recently requested recommendation on three alternates of proposed channel change right of Station 143+90 to 151+25 on subject proposal.

My recommendation would be Proposal # 3: To construct a 9 foot bottom channel change and relocate irrigation ditch along the Northerly side of county road (Chandler Lane). Existing wooden bridge would be replaced with two 60 inch arch type pipes to tie into existing channel. This proposal would interfere with existing drainage and irrigation facilities less than the other two proposals.

By constructing better channel along Northerly side of existing roadway drainage should be improved. On the other two proposals it is questionable that drainage could get into proposed channel change.

#8316

Salem, Oregon
October 23, 1974

L.K.W.
Lyle K. Watson
Design Team Leader

La Grande/Baker Hwy.-Powder River
FAS 01-106 (Chandler Lane)
Baker County

Dale Allen
Region V Construction Engineer

The following items were covered by phone on Friday, October 18, 1974 on the above-named section.

1. The base design is 22 inches of grid rolled subbase, two inches of leveling course and a bituminous surfacing. The leveling course and bituminous surfacing to be placed by the county. Approximately 100,000 cubic yards of material will be required from borrow source, 35,000 cubic yards of borrow and 65,000 cubic yards for grid rolled subbase.

2. Contact should be made with Mr. Alvin Ward, Baker Valley Irrigation District on Pocahonta Road, Baker, Oregon for approval of the proposed revisions of the irrigation systems.

3. Chandler Lane will be closed to through traffic during the installation of the cross culverts. Traffic from I-80N to Haines is now signed from the North Powder Interchange and Campbell Street Interchange. Signs at the Chandler Lane Interchange directing traffic to Haines have been covered until improvements to Chandler Lane are completed.

4. During construction adequate cover below subgrade cannot be maintained at culvert locations. It is proposed to substitute an aggregate base material for the grid rolled subbase at these locations to reduce the chances of damage to culvert during the grid rolling procedure.

5. The property owner for the mandatory material and borrow source has requested fencing along the pit and access road. It is proposed that the contractor will be required to construct a temporary fence to be removed at the completion of his work.

Versteeg V
A. Olson
Terpin T
Scott
Swenson
R. Olson
Trout

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OCT 24 1974
ROAD DESIGN SECTION

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Requires Approval ☐
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Bring Up / /
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LKW:we
cc: James Chidsey
C. G. Swenson
Bill Beard

#8316

Salem, Oregon

October 15, 1974

W. E. Schwartz, Region 5 Engineer

Frank E. Terpin, Final Design Engineer

La Grande/Baker Highway-Powder River Section
FAS 01-106 (Chandler Lane)
Baker County

Enclosed are three alternates of a proposed channel change right of Stations 143+90 to 151+25 on the above named section.

Proposal #1

A nine foot bottom channel with 2:1 side slopes and a concrete diversion box or dam or irrigating the property between the new channel change and the old irrigation ditch. Dikes will be required from channel change Station 12+00 to 22+50 to obtain the required water depth for diversion at channel change Station 12+00. During flood conditions the natural flow is through the swale at channel change Station 15+00 to the existing bridge at "L" Station 151+23. The dikes would block passage of this water to the proposed channel change which will either pond the water behind the westerly dike or divert its flow to some other location. Will the diversion of the flood waters or ponding of same be undesirable? A drawing of a proposed diversion dam is included. Would this be a desirable dam at this location or would some other design be more appropriate? What elevation would be required for the irrigation ditch at the diversion box?

Proposal #2

This proposal has the nine foot bottom channel but has a one foot bottom irrigation ditch with 2:1 side slopes. The diversion dam and the westerly dike would not be required. Elimination of the westerly dike would allow the normal passage of flood waters to the ditch. There is a 36-inch culvert in the existing irrigation ditch approximately 250 feet southerly of the proposed channel change connection. Would the irrigation have to go to the 36" culvert? Would some type of diversion box be required? How would this affect the present diversion at the 36" culvert? Would the proposed irrigation ditch need to be lined?

Proposal #3

A nine foot bottom channel change at the toe of slope of the roadway Station 143+60 to Station 151+23. Twin 60-inch arch type pipes installed at Station 151+23 and no channel change south of the roadway. Additional right of way and relocation of an existing irrigation ditch would be required.

The estimated costs, shown on the plans, are for ditch construction and irrigation facilities on all three proposals. No costs are shown for the arch type pipes or right of way.

Please have these proposals reviewed and make recommendations. Other alternates to these proposals may be feasible.

LKW:jh
Enclosure
bc: L. K. Watson

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A. Olson
Terpin
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2 Swenson
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OCT 15 1974
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La Grande/Baker H
FAS 01-1) Choo
Baker County

SE 1/4 SE 1/4 SEC. 18
JOHN S OSBURN

SW1/4 SW 1/4 SEC. 17
HARRISON, ROBT. T., 1/2 INT.
ROBT. H. & DAVID C., 1/2 INT.

PROPOSAL #3

Channel Change with
Irrigation Ditch, 1' Bottom, 2:1 SI

Unlined Ditch - $4,200
(Is concrete lined ditch necessary?)

Irrig. Ditch
3'±
Ch. Ch.
SI. 2:1
1'
155

135 140 145 150

750'
650'
N 89°03'17" E

143+90 =
10+00

Alternate location of Gate and Pipe
4'
Is this Elev. good

Figure 6-41 Sloping type concrete diversion structure

1250'
1300'
15
20

MARVELLE WILSON
NW 1/4 NW 1/4 SEC. 20
D&GD 72 24 045

PROPOSAL #1

Will this Dike interfere with flood water?

Channel Change with Diversion Dam - $3,300

Elev. 4982
Ch. Ch.

PRO

Channel Chang
unlined Irrig Ditch
Lined Irrig Ditch

La Grande/Baker Hwy – Powder Riv.
FAS 01-1 (Chandler Lane)
Baker County

SW1/4 SW 1/4 SEC. 17
HARRISON, ROBT. T., 1/2 INT.
ROBT. H. & DAVID C., 1/2 INT.

SE

PROPOSAL #3

Channel Change with
Irrigation Ditch, 1' Bottom: 2:1 SI

Unlined Ditch – $4,200
(Is conc. lined ditch necessary?)

E Roadway

Irrig. Ditch
3'd
Ch. ch.
SI. 2:1
9'
135

140
145
150
160

750'
650'

N 60°03'12" E

19
20

143+90 =
10+00

1250'
1300'

15

MARVELLE WILSON
NW 1/4 NW 1/4 SEC. 20
Deed 72 24 045

20

NE

PROPOSAL #2

Channel Change with Irrigation Ditch, 1' Bottom: 2:1 SI.
unlined Irrig Ditch – $5,700
Lined Irrig Ditch – $6,800 (Is conc. lined ditch necessary?)

Ch. ch.
Irrigt. Ditch
SI. 2:1
9'
250' to 36" C.M.P.

PROPOSAL #1

Channel Change
with Diversion Dam – $5,300

Will Dike interfere
flood water?

3'd
Ch. ch.
SI. 2:1
9'

#8316

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon

DATE October 14, 1974

TO W. E. Schwartz
Region Engineer

RE ☐ RME ☐ RBE ☐ ROE ☑ RDE ☐

OCT 15 1974
RECEIVED
REGIONAL OFFICE

FROM P. F. Burnett
P. F. Burnett
Resident Engineer

SUBJECT La Grande/Baker Hwy.-Powder River
Section FAS 01-106(Chandler Lane)
Baker County

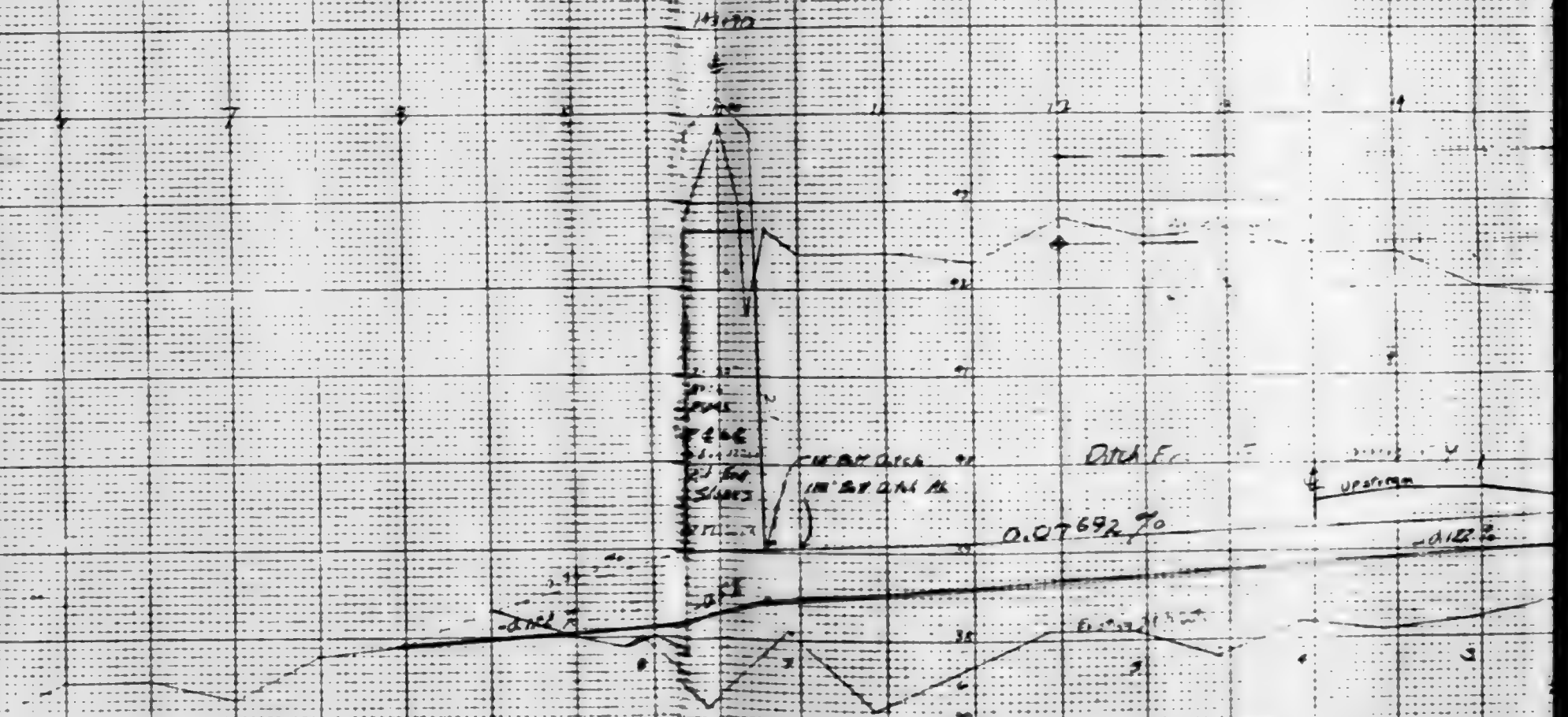
Returning herewith print of mandatory material source for subject section.

Have shown in red proposed fence needed to keep cattle off County Road while working in this material source.

Forward to Hal Versteeg
(Frank Terpin)
No other comments. except as to what exactly will mat'l be used for? It's my understanding that it will be for "selected base" no AC or oil rock. Also not sure whether lime is to be used.
D Allen

Print retained in designer's file

La Grande – Baker Hwy – Powder River Bridge
Chandler Lane
Channel Changes
Baker County



Top of Dike

Flow Line Proposed Irrigation Ditch

Ditch Ex.

692 To

Upstream

Downstream

#8316

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

October 10, 1974

FROM: Lyle K. Watson
Design Team Leader

SUBJECT: La Grande/Baker Hwy.-Powder River Sec.
FAS 01-106 (Chandler Lane)
Baker County

TO: MEMORANDUM TO THE FILES

The Right of Way Section has not received approval to proceed with the acquisition of the right of way on the named section. It is anticipated that condemnation proceedings will have to be instituted on some files, which will delay clearing the right of way until approximately March 1, 1975.

It is proposed that the contract letting date be changed to March 27, 1975.

LKW:we
cc: E. S. Hunter
J. B. Boyd
L. W. Rulien
W. J. Hart
W. E. Schwartz
C. G. Swenson

RECEIVED
ROAD DESIGN SECTION

OREGON STATE HIGHWAY DEPARTMENT

FORM E-220 (REV. 3-68)

TO: Lyle K. Watson, Design Team Sup.

FROM: P.F. Burnett, Res. Engr.

SUBJECT: Chandler Lane - County Agreement w/owners

DATE: 10-3-74

Lyle: Here is copy of agreement between Baker County & property owners on proposed pit for Chandler Lane project.

If there is an addendum to this to satisfy lien holders County will give us copy of this.

1 ✓
2 T
3 BW

cc: W.E. Schwartz, Reg. Engr.

P.F. Burnett
(SIGNATURE)

PLEASE REPLY HERE

NOTED
L. K. WATSON

La Grande/Baker Hwy - N. Powder River
FAS 01-106 (Chandler Lane)
Baker County

(DATE) (SIGNATURE)

1. SENDER DETACH SHEET NO. 2 AND HOLD UNTIL REPLY IS RECEIVED. FORWARD SHEETS 1 AND 3 INTACT WITH CARBONS.
2. ADDRESSEE REPLY. DETACH CARBONS AND RETURN SHEET 3 TO SENDER. RETAIN SHEET 1.

1

PROFIT A' PRENDRE

THIS AGREEMENT made and entered into this 8th day of July, 1974, by and between WILLARD BUNCH and ESTHER BUNCH, husband and wife, MIKE BUNCH, KENNETH GRABNER and NORMA GRABNER, husband and wife, hereinafter referred to as Owners, and BAKER COUNTY, a quasi-municipal corporation and political subdivision of the State of Oregon, hereinafter referred to as County,

W I T N E S S E T H, That,

WHEREAS County, in connection with its over-all road building program has plans for the improvement of Chandler Lane, a county road located within the boundaries of County, such improvements to be completed within the term of this agreement, and

WHEREAS in connection with the making of such improvements to said road, substantial quantities of earth and gravel will be needed, and County wishes to be assurred that the successful bidder for the contract to make such improvements will have an economical source of such earth and gravel, and

WHEREAS Owners own the following-described premises near Chandler Lane and in reasonable proximity to the improvements to be made, to-wit:

> The Southwest corner of the Northwest Quarter (NW¼) of the Southwest Quarter (SW¼) of Section Eighteen (18) Township Eight (8) South, Range Forty (40) EWM, more specifically located with the South fence of said premises being the South boundary, the East ditch being the East boundary which is approximately 580 feet East of the West fence, the West fence being the Western boundary and the North boundary being approximately 700 feet North of the East-West fence (which is the Southern-most boundary), all in Baker County, State of Oregon, and

WHEREAS the parties hereto intend to provide for the contingency in which the contractor could find no other source of earth and gravel, equivalent to or better than that which Owners can hereby

provide, and do not firmly represent that such contractor will in any event use earth and gravel from Owners' described source,

NOW, THEREFORE, in consideration of the foregoing premises, and the mutual covenants, terms and conditions hereinafter contained, the parties hereto do hereby AGREE as follows:

(1) That in the event the successful bidding contractor for the improvements County has planned to be made to Chandler Lane does not have an alternate source of earth and gravel, and chooses to take same from Owners' described source, Owners shall be compensated at the rate of ten cents (10¢) per cubic yard for all material removed from their said premises. The quantity of material removed shall be determined by reference to the engineer's final measurements of cross sections of the improvements, in the usual manner.

(2) The successful bidding contractor will place an earth dike approximately 12 inches high, 10 feet wide, graded smooth all around the perimeter of the above-described tract. Slopes of the pond (the slope of the remaining earth and gravel after the excavation shall be approximately 3:1), and such contractor will be allowed to dig as deeply as he can. Such contractor will be allowed to pump all ground water from said pit into either the West ditch or the East ditch, or both ditches, and he will be allowed to have ingress and egress on a strip of land 60 feet wide to the county road and gravel same at Owners' direction. Contractor must leave a strip of land 30 feet wide from all fences and ditches to serve as a roadway for Owners.

(3) The term of this agreement shall be from the date hereof to and including the 1st day of November, 1976.

(4) Owners agree to secure the endorsement hereon signifying approval hereof, of any lien holder which may have any interest in

the described premises, and to save County and such successful bidding contractor harmless from the claims of any third persons whatsoever, on account of the removal of such earth and gravel from such premises.

(5) The parties intend hereby to create an option for the successful bidding contractor to remove earth and gravel from the premises as indicated, but before such successful bidding contractor shall enter upon said premises, and remove any earth and gravel therefrom, he shall endorse this agreement, signifying that he is bound by the terms and conditions herein contained, and further, such successful bidding contractor shall indemnify and save owners harmless from any and all liability stemming from such contractor's operations on Owners' premises, on account of either personal injury or property damage to third persons.

(6) Such contractor will also agree to strictly comply with all of the laws designed for the protection of the ecology.

IN WITNESS WHEREOF the parties have caused this agreement to be executed the day and year first hereinabove written.

BAKER COUNTY,

By _____
County Judge

_____
County Commissioner

_____
County Commissioner

APPROVED:

_____
Lien Holder

_____
Lien Holder

OWNERS

_____

_____

_____

_____

_____

ALL CONDITIONS ACCEPTED:

_____
Contractor

FORM 81-734-3030

I 20 01-106
Baker Co

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: 114

Salem, Oregon
August 12, 1974

FROM: Adele L. Egan
Right of Way Office Manager

TO: Verne Allen
Regional R/W Supervisor

SUBJECT: OPTIONS
LaGrande-Baker Hwy-Powder River Section
Chandler Lane County Road
Baker County

Attached you will find seven original option forms in quintuplet covering right of way to be acquired by the State for Baker County in connection with the La Grande - Baker Highway-Powder River Section of the Chandler Lane County Road in Baker County. This contract is scheduled for letting in the second quarter of 1975.

Access is not controlled.

This is a County Project and you are to use prefix 7936.

Please appraise, complete Relocation computation and negotiate.

Please contact Baker County and use Right of Way Prodecure 4 to detail all the responsibilities of the agreement and see if the agreement can be revised to comply. From the January 11 Letter Agreement, we don't know how involved to get, such as title information, distribution of maps, etc.

Enclosed for your information are copies of the Authorization List and Mr. Scott's letter of August 5.

We are forwarding under separate cover four prints covering this area and bearing our date of August 9, 1974.

Copies of letter agreement
by [illegible]

RECEIVED
COUNTY & CITY SECTION
AUG 13 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ U:
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

File No.	Name	Area	
48304	Chandler Herefords, Inc.	0.3 acre	P-1
		2,400 sq.ft.	P-2
		400 sq.ft.	P-3
		4,500 sq.ft.	P-4
		200 sq.ft.	P-5
		1,500 sq.ft.	P-6
		1,000 sq.ft.	P-7
		3,000 sq.ft.	P-8
48305	Kenneth L. Crabner et ux	1,800 sq.ft.	
48306	Kenneth L. Crabner et ux	1,500 sq.ft.	P-1
		300 sq.ft.	P-2
48307	Pacific [illegible] Pipeline Corp.	0.4 acre	
48308	Marvelle Wilson	1,000 sq.ft.	P-1
		19.5 acres	P-2
48309	Laurene Trent et al	0.7 acre	
48310	H. L. Wellman et ux	0.5 acre	

Mike
Inc. 7 sections, etc.

cc: [illegible]. Cox
[illegible]. Schwartz
Milner Head - 1 print & Auth. Mat
Frank Lowe - letter
Mike - 1 print
Fred Jeter
Jim Dixon - Relocation

3-6

45

MEMO TO FILES

July 11, 1974

NOTED
E. S. HUNTER

Re: La Grande/Baker Highway-Powder River Section
Chandler Lane, FAS 01-106
Baker County

In a telephone conversation on Wednesday, July 3, with Durward L. Best, Baker County Roadmaster, it was determined that, because of estimated high costs, the contracted project would include structures, drainage, grading and grid rolled base only. The County will, with its own forces, place the leveling course and bituminous surface at a later date.

Robert H. Prange
Rural Engineer
County & City Unit

RHP:ljt

cc: Durward L. Best, Baker County
E. S. Hunter
L. W. Rulien
J. H. Versteeg
W. J. Hart
W. E. Schwartz, Region 5
C. J. Gregg, Lab

RECEIVED
JUL 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#8316

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 2, 1974

FILE:

FROM:

SUBJECT: LaGrande Baker Highway -
Powder River
Chandler Lane - FAS 01-106
Baker County

TO: J. H. Versteeg
Road Design Engineer

As the field engineer's narrative did not include comments regarding bikepath construction on the above project, this office has determined that a bikeway should not be provided as per ORS Chapter 366, Section 2, subsection 2 (b), which states that "Footpaths and trails are not required to be established ... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

Victor D. Wolfe
Location Engineer

WHW:ko

cc W. E. Schwartz

REFERRED TO

Cole	Reed
Eriksen	Sample
Hager	Watson
Return ☐	Forward ☐
Discuss ☐	File ☐

BY FINAL DESIGN ENGINEER

1 ✓
2 T
3 [illegible]
↑

#8316

OREGON STATE
HIGHWAY DIVISION

Region 5 Unit

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

June 28, 1974

Mr. Durward L. Best
Roadmaster
Baker County
Baker, Oregon 97814

Dear Mr. Best:

RE: La Grande-Baker Highway-Powder River Section
Chandler Lane, FAS 01-106

This will acknowledge your letter of June 19, 1974 in which you advised us that Mr. John Osborn wishes to have the culvert which carries his irrigation water enlarged.

The project has cleared this office and is now either in the Location or Final Design office in Salem. I will transmit this request to the appropriate office and the change will be made there.

Sincerely,

Wendell E. Schwartz
Regional Engineer

WES:sh

cc V. D. Wolfe w/attach--See that this catches up with the project.
Frank Burnett

REFERRED TO Wells By Location Engineer

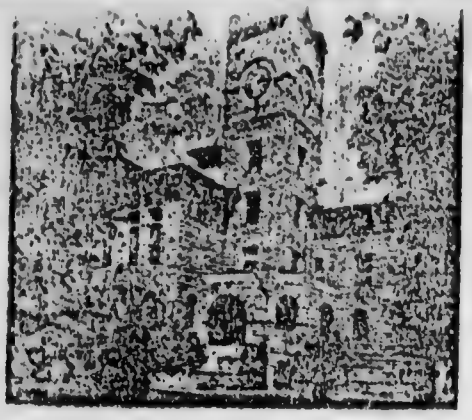
REFERRED TO

Cole	Reed
Eriksen	Sample
Heger	Watson
Return ☐	Forward ☐
Discuss ☐	File ☐

BY FINAL DESIGN ENGINEER

RECEIVED
JUL 1 1974
LOCATION SECTION

7-11-74
J. Cartwright checking this out. Water right, etc.



BAKER COUNTY
BAKER • OREGON

LLOYD REA
COUNTY JUDGE
GILL C. WRIGHT
F. WILBUR SMITH
COMMISSIONERS

June 19, 1974

RE ☐ RCE ☐ RBE ☐ RME
ROE ☐
JUN 20 1974
RDE ☐
RECEIVED
REGIONAL OFFICE

W. E. Schwartz
Oregon State Highway Division
Post Office Box 850
La Grande, Oregon

Dear Mr. Schwartz:

John Osborn requested that the galvanized culvert crossing the road which carries water to his farm located at his S.E. corner of the SE¼ SE¼ of Section 18, Township 8 S., Range 40 E., W.M. on the Chandler Lane , which is scheduled for reconstruction by F.A.S. Funds and designed by the Oregon Highway Department, be enlarged from a 24" pipe to a 36" x 22" pipe.

Sincerely,

Durward L. Best

Durward L. Best
Roadmaster

DLB:bvl

cy Crezlack
What does the "water right" look like
Logs
6/20

#P316

FORM E-30

80N

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

DATE March 25, 1974

TO RESIDENT ENGINEERS

FROM Dale D. Allen
Regional Construction Engineer

SUBJECT Borrow and Quarry
Development Plans

As you know, each resident engineer is now required to work up borrow and quarry development plans for all projects where we set up a prospective source. Attached are some examples of development plans used on other projects.

As of this date we need such plans for any prospective sources we anticipate using for the following projects.

Fillmore	Chandler Lane Middle Bridge-Love Bridge
Hiatt	Benson Creek-Olds Ferry
Ferguson	Emigrant Hill-Meacham
Burnett	South Baker-Encina Encina-Pleasant Valley Pleasant Valley-Oxman Oxman-Bubbs Ranch
Hagedorn	Diagonal Road

Part of the permit application requires that we obtain the necessary County and Planning Commission approval.

DDA:je
cc: Vern Moore w/attachments
Don Trout
Lyle Watson

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAR 31 '74
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return to _____
Bring up -/-/-
Other _____

fas 01-106

FORM E 90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE January 28, 1974

TO Verne Allen
Region Right of Way Supervisor

FROM K. A. Chatwood
Administrative Right of Way Agent

SUBJECT Letter of Understanding for Right-of-Way
Chandler Ranch-Powder River Section
FAS 01-106
Baker County

Attached is a copy of Letter of Understanding executed by the Baker County Court.

You may proceed with the County Acquisition as agreed. You already have the prefix to charge expense.

KAC:LS
attachment

cc M. R. Mitchell /w/ att.
Tony Viducich /w/ att.
Adele Egan /w/ att.
County-City
Attention Mr. Reynoldson /w/ att.

RECEIVED
COUNTY & CITY SECTION
JAN 28 1974
ENGR. COOR. CE AE UE
UPE CE RE RPE

fas 01-106

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 11, 1974

Baker County Court
Courthouse
Baker, Oregon 97814

Attention Hon. Lloyd Rea
Judge

Re: Letter of Understanding for
Right-of-Way
Chandler Ranch-Powder River Section
FAS 01-106
Baker County

Gentlemen:

On October 24, 1973 the State of Oregon, by and through its Oregon Transportation Commission, approved the Chandler Ranch-Powder River Section (also called La Grande-Baker Highway - Powder River Section) on FAS 01-106.

Since then the county has solicited the assistance of the Highway Division in the acquisition of some additional right-of-way for this project. In the interest of clarity in the acquisition of this additional right-of-way, it has been determined that both the county and the State mutually understand and agree to the following:

1. State shall assist in property appraisals and review as desired by the county.

2. State shall, in behalf of the county, negotiate and purchase the additional right-of-way for this project in the name of county.

3. County shall reimburse the State for all costs incurred by State in acquiring this additional right-of-way.

4. State shall send the county an itemized statement of the costs along with the final billing.

If the above is also the understanding of Baker County would you please have the County Court sign in the space provided below, and return one copy to this office for our files.

APPROVED Jan. 17th 1974

COUNTY COURT OF Baker COUNTY

BY L. Elmer Lea
COUNTY JUDGE

Lee C. Wright
COUNTY COMMISSIONER

F. William Smith
COUNTY COMMISSIONER

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

RECEIVED
COUNTY & CITY SECTION
JAN 21 1974
☑ ENGR. ☐ CODR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8311

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

RECEIVED
JAN 1 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

TOM McCALL
GOVERNOR

COMMISSIONERS
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

January 14, 1974

cc's sent 1-18-74

E.S. Hunter
L.H. Young
W.J. Hart
C.G. Swenson
F.E. Terpin (3)
W.E. Swartz (4)
R.C. Pool (2)

Mr. Victor E. Wolfe
Location Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Wolfe:

The Wildlife Commission has completed its review of your prospectus for the proposed projects:

La Grande-Baker Highway-Powder River Section
Chandler Lane, FAS 01-106, Baker County

Little Deschutes River (Burgess) Bridge Section
FAS 555, Deschutes County

Foothills Drive Section
FAS C-23-198, Malheur County

The Wildlife Commission does not anticipate serious adverse impacts from these projects. However, we would appreciate receiving more detailed project plans as they are developed.

Thank you for this opportunity to comment. If we may be of any further assistance, please call.

Sincerely,

Jim Lauman

Jim E. Lauman, Biologist
Environmental Management Section

JEL:lo

cc Fish Commission of Oregon
Central Region
NE Region
SE Region

RECEIVED

NOTED
E.S. HUNTER

cc's sent 12-21-73

E.S. H ter
L.H. Young
W.J. Hart
C.G. Swenson
F.E. Terpin
W.E. Schwartz

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS

JOSEPH I. EOFF
Chairman

JACK F. SHIELDS
Vice Chairman

McKEE A. SMITH
Member

THOMAS E. KRUSE
State Fisheries Director

December 19, 1973

Mr. Victor D. Wolfe, Location Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Mr. Wolfe:

Our recommendations for the following title prospectus transmitted to us by your letter of December 15, 1973 are noted below.

La Grande-Baker Highway-Powder River Section
Chandler Lane FAS 01-106 Baker County

Little Deschutes River (Burgess) Bridge Section
FAS 555, Deschutes County

Foothill Drive Section
FAS-C 23-108, Malheur County

a. Minimize or eliminate channel changes where possible.

b. Minimize or eliminate streams siltation by not working in stream. Work behind cofferdam or berm if possible.

c. Reseed and replant exposed construction areas along streambed.

d. Prevent deleterious material such as petroleum and chemical waste from entering the stream during construction periods.

Sincerely,

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon Game Commission

RECEIVED
DEC 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
LOCATION
SECTION

83.16

PREFIX NO. 501-1434

LOCATION PROSPECTUS
LaGRANDE-BAKER HIGHWAY - POWDER RIVER SECTION
CHANDLER LANE - FAS 01-106
BAKER COUNTY

NOTED
A. E. JOHNSON

HIGHWAY: Chandler Lane. Federal-aid Secondary No. 01-106.

TERMINI: The westerly end is at the junction with the LaGrande-Baker Highway. The easterly end is approximately 100 feet easterly of Powder River.

LENGTH: 3.6 miles.

PROGRAM: 1974 FAS-C project.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for improving the present roadway and widening three existing structures. Soils investigations will be conducted. Studies of past highwater will be conducted to see of the design of the project will be affected and drainage problems, if any, will be worked out during the survey. Bicycle/pedestrian facilities will be considered unless as provided by law cannot be justified.

TYPICAL SECTION: Two 12-foot travel lanes and 4-foot shoulders oiled full width.

BASE DESIGN: To be determined during the survey.

STRUCTURES: To be widened to 32 feet of horizontal clearance.

MATERIAL: To be located during the survey.

ACCESS: Responsibility of Baker County.

ADD'L FACILITIES: None affected.

UTILITIES: Routine utility adjustments will be necessary.

AGREEMENTS: Routine FAS-C project.

PARKS: None affected.

December 12, 1973
Attach

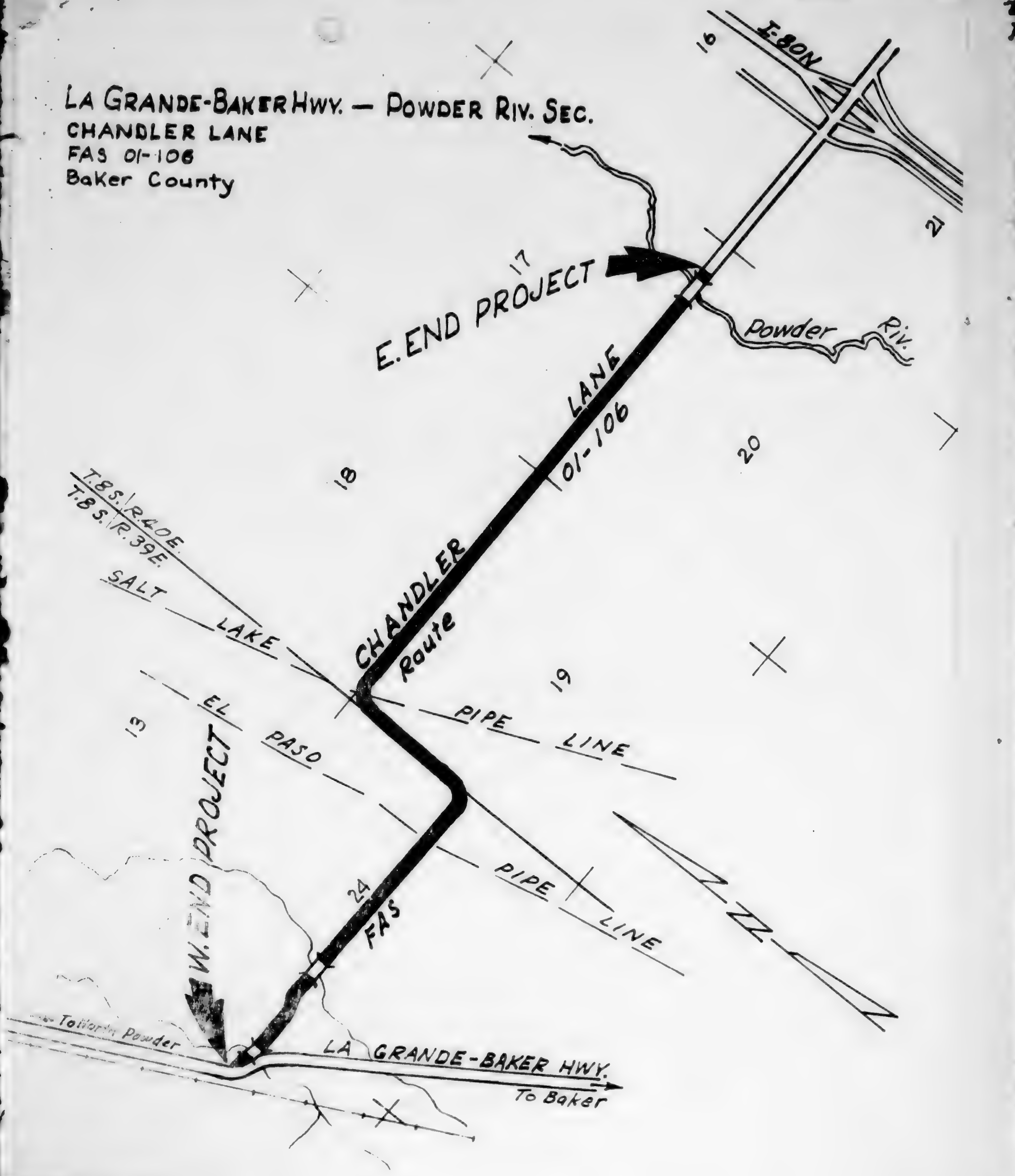
cc: Oregon State Game Commission
Federal Hwy Administration (3)
R.L. Schroeder
W.J. Hart (3)
J.H. Versteeg
J.M. Cartwright (2)
D.L. Gifford
A.D. Olson
Rudy Wellbrock
C.G. Swenson
W.H. Wakerlig

Fish Commission of Oregon
F.B. Klaboe
J.B. Boyd (3)
C.T. Keasey
V.D. Wolfe
R.N. Chase
W.N. Hackleman
R.E. Olson
J.A. Rowland
W.H. Tebeau
G.C. Wills

W.E. Schwartz (3)
E.S. Hunter
L.E. George
D.H. Moehring
L.H. Young
H.S. Cox (2)
J.D. McClure
Roger Trigstad
R.E. Royer
F.E. Terpin
F.W. Yarbrough (2)

LA GRANDE-BAKER HWY. — POWDER RIV. SEC.

CHANDLER LANE
FAS 01-106
Baker County



831E

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 26, 1973

TO Executive Department
Federal Aid Coordination Unit

Blue Mountain Intergovernmental Council
John Beck, Interim Coordinator
Wallowa County Courthouse
Enterprise, Oregon 97828

FROM L. H. Young
Office Engineer

SUBJECT Notice of Intent for FAS-C Funds
State Administration District No. 13
LaGrande, Baker Hwy.-Powder River Sec.
FAS 01-106, Chandler Lane
Baker County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

In order that the dates of contract letting may be met, your prompt attention to this proposal will be appreciated. The estimated date of filing for federal-aid funds on this project is January 10, 1974.

Attachment

BLG:js

cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Don Byard
H. S. Cox
B. L. Gifford
R. N. Chase
G. A. Starkey
W. E. Schwartz

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

	For Internal Use Only	[1-8] PNRS #	[9] CARD TYPE:	Page One

02	[12] APPLICANT: State Highway Division	[45]	[46] DIVISION: Dept. of Transportation			[79]
03	[12] APPLICANT ADDRESS STREET: State Highway Building	[45]	[46] CITY: Salem	[60]	[76] ZIP: 97310	[80]
04	[12] CONTACT PERSON: L. H. Young	[45]	[46] AREA CODE: 503 [48]	[49] PHONE: 378 [55]	[56] EXTENSION: 6563	[59]
01	[12] PROJECT TITLE: LaGrande, Baker Hwy.-Powder Riv. Sec., FAS 01-106 District 13					[71]
11	[12] PROJECT LOCATION CITY: Chandler Lane	[45]	[46] PROJECT LOCATION COUNTY: Baker			[79]
05	[12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY): Construct 3.6 miles of roadway with a top width of 32 feet having two 12-foot					[71]
06	[12] oiled shoulders. Also widen three structures to a 32-foot roadway. No					[71]
07	[12] additional right-of-way. Utilities including irrigation facilities are					[71]
08	[12] involved. The county wishes the use of lime be considered in the subgrade.					[71]
09	[12] (See Remarks)					[71]
10	[12]					[71]

12	FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	[12] (A) Grant [19]	[20] (B) Other [27]	[28] (C) State [35]	[36] (D) Local [43]	[44] (E) FUNDS [51]	[52] (F) FUNDS [60]
	214,500		30,250	30,250		275,000

13	[12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45]	[46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79]		
14	[12] FEDERAL PROGRAM TITLE: Title 23 U.S.C. Highways			[71]
15	[12] FEDERAL AGENCY NAME: Dept. of Transportation [45]	[46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration		[79]

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE Yes	STATE No	REGIONAL Yes	REGIONAL No	LOCAL Yes	LOCAL No
[X] 29	[ ] 30	[ ] 31	[ ] 32	[ ] 33	[ ] 34

(See IV, Page 2)

(D) REVIEW REQUIRED by A-95 Yes	(D) REVIEW REQUIRED by A-95 No	(E) ENVIRONMENTAL IMPACT Yes	(E) ENVIRONMENTAL IMPACT No	(F) HOUSING RELOCATION REQUIRED Yes	(F) HOUSING RELOCATION REQUIRED No
[X] 35	[ ] 36	[ ] 37	[X] 38	[ ] 39	[X] 40

(G) ESTIMATED APPLICATION FILING DATE: [41] MONTH: January [42] [43] DAY: 10 [44] [45] YEAR: 1974 [46]

ADDITIONAL INFORMATION — ALL APPLICANTS

I. FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Hwy. Planning & Construction

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: October 26, 1973

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: October 26, 1973

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway Division

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-aid Secondary Program

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

VII. (a) Federal Congressional District(s) Number(s) 2
(b) State Representative District(s) Number(s) 59
(c) State Senatorial District(s) Number(s) 30

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%___ $___	%___ $___	%___ $___
Second Year	%___ $___	%___ $___	%___ $___
Third Year	%___ $___	%___ $___	%___ $___

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ___

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

REMARKS

17(38) A negative environmental impact statement will be forthcoming.

State to complete field survey and make up plans and specifications. Also do foundation testing for bridges.

LA GRANDE-BAKER HWY. — POWDER RIV. SEC.

CHANDLER LANE
FAS 01-106
Baker County

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 17, 1973

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO Oregon Transportation Commission

ORIGINAL SIGNED BY
A. E. JOHNSON

FROM A. E. Johnson
Acting State Highway Engineer

SUBJECT Proposed FAS-C Projects
Proposed FAS-C Cancellation

The accompanying tabulations describe six proposed Federal-Aid Secondary projects--one each in Baker, Crook, Deschutes and Jefferson Counties, and two projects in Malheur County, along with a request for the cancellation of a project in Coos County.

The project requested by Baker County is for grading, paving and the widening of three structures on the Chandler Ranch-Powder River Section of FAS 01-106. The FAS funds required for this project are estimated to be $275,000, of which $34,375 will be the cost to the State.

Crook County is requesting the replacement of a bridge over McKay Creek on McKay Creek Road on FAS 401. This bridge is approximately five miles north of Prineville and is estimated to cost approximately $50,000, of which $6,250 will be the cost to the State.

The request by Deschutes County is to replace the Burgess Bridge over the Little Deschutes River on FAS 555. The estimated cost of this project is approximately $100,000, of which $12,500 will be the cost to the State.

Jefferson County is requesting the replacement of a bridge over Willow Creek on "C" Street in the city of Madras on

FAS 16-108. The estimated cost of this project is approximately $100,000, of which $12,500 will be the cost to the State. The county's share of this project is to be made up by the City of Madras' $25,000 SCA funds.

The two projects requested by Malheur County are for bridges on Foothill Drive, FAS 23-108; one being over Willow Creek and the other over a drainage ditch. The estimated cost of these structures is approximately $70,000, of which $8,750 will be the cost to the State.

Coos County is requesting the cancellation of the Chandler-Landrith Bridge Section on FAS 255. The County has decided to replace the Landrith Bridge instead of improving this section of roadway.

These matters will be on the agenda for the October 24 meeting and I recommend their approval.

Attachments

bc C. W. Head
George Baldwin
F. B. Klaboe
H. S. Coulter
E. S. Hunter
R. L. Schroeder
H. S. Cox
Walter Hart
L. H. Young
Vern Skoog
Gary Sund
Robert Whipps

HR:ljt ja

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

October 16, 1973

To: Mr. R. L. Schroeder
Asst. State Highway Engineer

B U I L D I N G

SUBJECT: Proposed FAS-C Projects
Proposed FAS-C Cancellation

Attached are thirteen copies of the tabulations and maps describing and locating six proposed FAS-C projects; one each in Baker, Crook, Deschutes and Jefferson Counties, and two in Malheur County, along with the cancellation of a project in Coos County.

The project requested by Baker County is for grading, paving and the widening of three structures on the Chandler Ranch-Powder River Section of FAS 01-106.

Crook County is requesting the replacement of a bridge over McKay Creek on McKay Creek Road on FAS 401.

The request by Deschutes County is to replace the Burgess Bridge over the Little Deschutes River on FAS 555.

Jefferson County is requesting the replacement of a bridge over Willow Creek on "C" Street in the City of Madras on FAS 16-108.

The request by Malheur County is for two bridges; one over Willow Creek and the other over a drainage ditch. Both bridges are on FAS 23-108.

The cancellation by Coos County is for the Chandler-Landrith Bridge Section on FAS 255.

If satisfactory, would you please present these projects to the Oregon Transportation Commission for approval at their October 24, 1973 meeting. A draft of a suggested letter to the Commission is attached.

H. S. Cox
County and City Engineer

By: Harold Reynoldson
Harold Reynoldson
Rural Program Engineer

RECEIVED
1 6 1973

HR:ljt
Att.

PROPOSED FISCAL YEARS 1973 & 1974 COUNTY FAS PROJECTS

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMED AMOUNT	STATE SHARE
BAKER	01-106	Chandler Ranch-Powder River Section, Chandler Lane. Structure, grade and pave.	$ 275,000	$34,375
CROOK	401	McKay Creek (McKay Creek Road) Bridge Section.	50,000	6,250
DESCHUTES	555	Little Deschutes River (Burgess) Bridge Section.	100,000	12,500
JEFFERSON	16-108	Willow Creek (2nd Street - Madras) Bridge Section. Structure and approaches.	100,000	12,500
MALHEUR	23-108	Drain Ditch (Foothill Drive) Bridge Section. Structure, grade and surface.	40,000	5,000
MALHEUR	23-108	Willow Creek (Foothill Drive) Bridge Section. Structure and approaches.	30,000	3,750
		TOTAL NEW PROJECTS	$595,000	$74,375
CANCELLATION OF PREVIOUSLY APPROVED PROJECT:				
COOS	255	Chandler-Landrith Bridge Section. S. Coos River. Grade, base and pave. Transfer of Federal funds - $26,882. $26,882 Federal funds equals $36,000 FAS funds.	$400,000	
		TOTAL CANCELLATION	$400,000	
		ADJUSTED TOTAL NEW PROJECTS	$195,000	

SUMMARY BY FISCAL YEARS	1973	1974	TOTAL
Allocated funds	5,090,000	4,108,000	9,198,000
Approved Projects (corrected to date)	5,090,000	639,000	5,729,000
Unprogramed Balance	--	3,469,000	3,469,000
Projects Proposed - 10/24/73	--	195,000	195,000
Transferred FAS funds	--	36,000	36,000
Unprogramed Balance	--	3,238,000	3,238,000

73-c
10/12/73

BAKER COUNTY
Proposed FAS Project

FAS-C 01-106: La Grande-Baker Hwy. - Powder River Section, Chandler Lane. Grade, drain, base, pave and structure. Length 3.6 miles. $275,000.

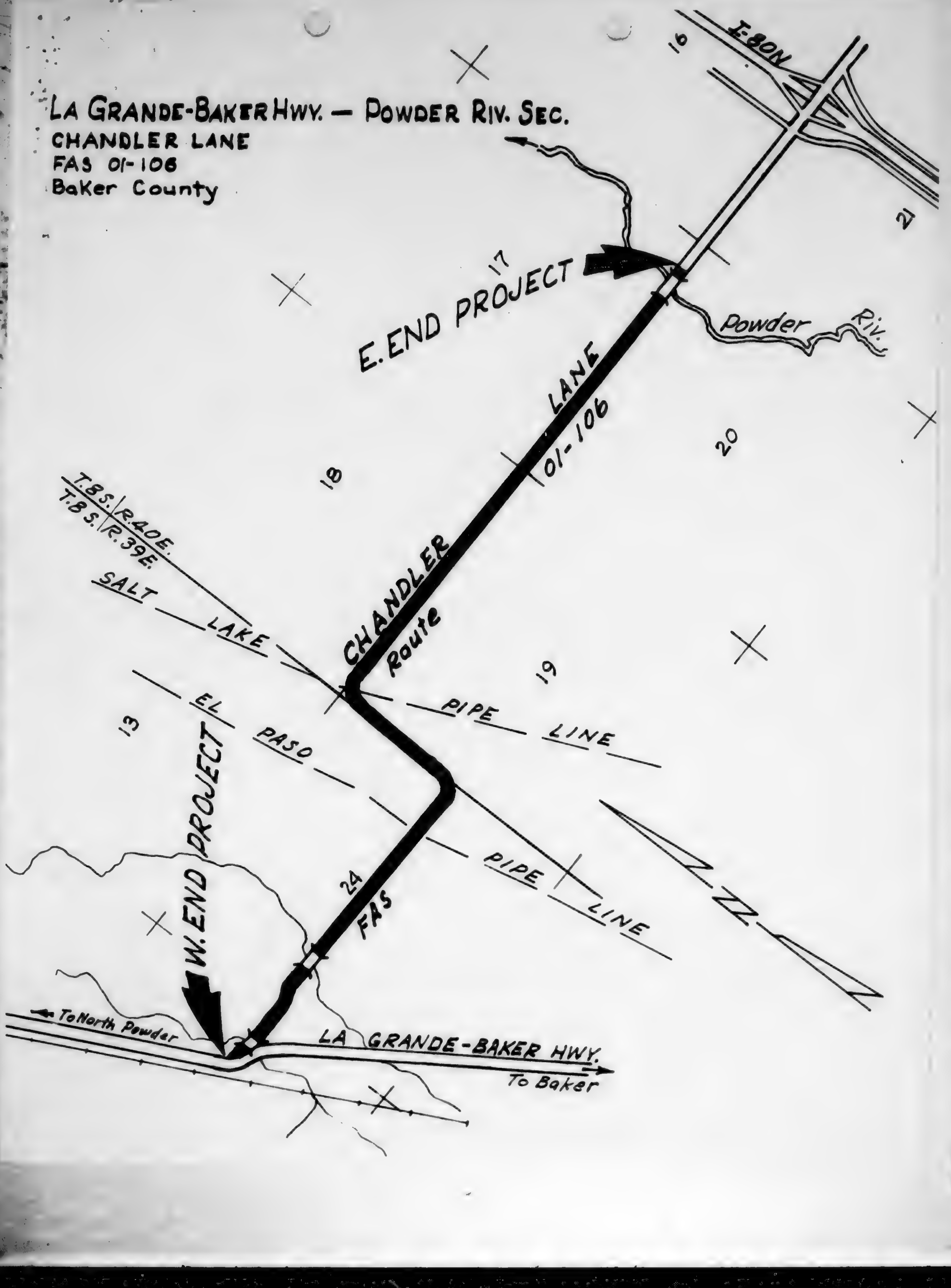
Construct a roadway with a top width of 32 feet having two 12-foot oiled travel lanes with 4-foot oiled shoulders. Also widen three structures to a 32-foot roadway. No additional right-of-way. Utilities including irrigation facilities are involved. The County wishes the use of lime be considered in the subgrade.

State to complete field survey and make up plans and specifications. Also do foundation testing for bridges.

County has done some of the surveying and will make the data available to the State for their use.

LA GRANDE-BAKER HWY. — POWDER RIV. SEC.

CHANDLER LANE
FAS 01-106
Baker County



Baker Co
FAS 01-106

La Grande - Baker Hwy.

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Baker FAS No. 01=106 Date 1-12-73
County Road Name Chandler Lane
Section Name ~~Chandler Ran~~ to Powder River Length 3.6 miles
Type of Project Construction and Pave widen 3 bridges
Location of Project (Attach sketch map)
ADT _____ Road Class (Highway Standard) H.I.

Is this request for county bridge design only? Yes _____ No x
or for County FAS bridge design? Yes _____ No x

I. ROAD PROJECT DATA

1. Traveled Surface: Type Penetration Width 24'

2. Shoulders: Type Crushed Rock Width 4'
(NOTE: Oiled or paved shoulders required on all Class E or higher projects.)

3. Grading & Drainage:
By County _____ County Date of Completion _____ By Contract x

4. Bottom Base Course:
By County _____ County Date of Completion _____ By Contract x
Has base design been given to County? Yes _____ No x
Will it be furnished? Yes _____ No x

5. Leveling Course:
By County _____ County Date of Completion _____ By Contract x

6. Binder Course:
By County _____ County Date of Completion _____ By Contract x

7. Traveled Surface & Shoulders:
By County _____ County Date of Completion _____ By Contract x

8. Clearing:
By County _____ County Date of Completion _____ By Contract x

9. Curbs:
Curbs Required? Yes _____ No x
Type Desired (rolled, exposure, monolithic, special county standard, etc.) _____
Width between Curbs _____

10. Are A.C. footpaths behind curbs desired? Yes _____ No x

11. Are there any structures to be replaced or altered? Yes x No _____

12. Will replacement be by: County _____ Contract x
(NOTE: If by contract, fill out bridge project data on pages 2, 3, and 4)

13. Will County adjust structure to new grade? Yes ____ No x

14. Will County adjust structure to additional width? Yes ____ No x

15. Will adjusted width be standard? Yes x No ____
(NOTE: Standard width of structure is traveled way plus full shoulders or 32', whichever is greater. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

16. Does County wish rounding of cutbanks? Yes ____ No x

17. Does County wish sight posts installed? Yes ____ No x

18. Does County wish guard rail installed? Yes ____ No x

19. Does County wish seeding and mulching incorporated into job?
Yes ____ No x

20. Will traffic signals be required? Yes ____ No x
If yes, give location and type: _____

21. Is project contingent upon other factors? Yes ____ No x
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

Remarks re Section I: _____

II. BRIDGE PROJECT DATA

1. Name of river or stream Powder River

2. Name of bridge Chandler Lane Bridge

3. Location (please attach map with location marked):
Section 17-20 Township 8S Range 40E. W.M.

4. Desired width of bridge 32'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders or 32', whichever is greater.)

5. Are sidewalks desired? Yes ____ No x
Upstream ____ Downstream ____ Width ____

6. Does County wish a particular type of bridge design? Yes x No ____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc. Concrete and Steel
12 feet widening required on Chandler Bridge - other 2 bridges are small but need widening on 2 streams

7. Will County furnish any materials for bridge? Yes ____ No x
Explain ____

8. Foundation Testing: By County? Yes x No ____
By State? Yes ____ No ____

9. Can road be closed during construction? Yes ____ No x

10. Detour: Required? Yes ____ No x
By County? Yes ____ No ____
By Contractor? Yes ____ No ____

11. Approaches or Connections: By County? Yes ____ No x
By Contractor? Yes x No ____
Traveled surface: Type Asphalt Width 24'
Shoulders: Type Crushed Rock Width 4'
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

12. Guard Rail: Desired on approaches or connections: Yes ____ No x
Right side only? Yes ____ No ____
Both sides? Yes ____ No ____
(NOTE: Safety standards require that guard rails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guard rail installation or otherwise delay contract completion.)

13. Existing Structure: Remain in place? Yes x No ____
Use for detour? Yes ____ No ____
Removed by County? Yes ____ No ____
Removed by Contractor? Yes ____ No ____
Salvaged by Contractor for County? Yes ____ No ____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

14. If riprap or rock blanket required, to be:
By County? Yes ____ No ____
By Contractor? Yes x No ____

15. Will any of the following utilities be attached to this structure?

a. Water mains: Yes ____ No x Size ____
Company ____

b. Sanitary sewer mains: Yes ____ No x Size ____
Company ____

c. Storm sewer: Yes ____ No x Size ____
Company ____

d. Gas mains : Yes ____ No x Size ____
Company ____

e. Power lines: Yes ____ No ____
Company ____

f. Telephone lines: Yes ____ No ____
Company ____

g. Other Utilities: ____

16. Does County wish provisions made for future utility attachment to structure? Yes ____ No x

17. Does County wish lightpost bases & conduit installed? Yes ____ No x

18. Does County wish complete job of illumination in project? Yes ____ No x

19. Is project contingent upon other factors? Yes ____ No x
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain: ____

Remarks re Section II: ____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
By State? Yes ____ No ____
By County? Yes x No ____
(NOTE: If project is canceled, County must pay for survey.)

2. Does County have any survey data? Yes x No ____

3. Construction plans and specifications to be prepared:
By State? Yes x No ____
By County? Yes ____ No ____

Remarks re Section III: County has centerline and right-of-way located.

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60' Minimum 60'
2. Is any additional right-of-way needed? Yes ____ No x
3. Will right-of-way be acquired by: Resolution ____ or Deed x
4. Should State prepare options? Yes ____ No x
5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes ____ No x
6. Should material source site be included in right-of-way descriptions? Yes ____ No x
7. Is there any merchantable timber on right of way? Yes ____ No x
8. Will timber be reserved for owner? Yes ____ No ____
9. Will timber become property of contractor? Yes ____ No ____
10. Is a hearing necessary? Yes ____ No x
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)
11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes ____ No x
If yes, give type and name of utility company: _____
12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes x No ____
If yes, give type and name of utility company: California Pacific Utility Company and Northwest Bell telephone Company
13. Are utilities on existing right-of-way by permit ____ or by franchise x
(NOTE: County must move all utilities located on present right-of-way.)
14. Are there any irrigation facilities: Yes x No ____
If yes, give name of irrigation company or district Baker Valley Irrigation District -Harrison#20 and dates between which water can be turned off: From Nov. 1st To April 15th
15. Are there any railroad crossings? Yes ____ No x
16. Name of Railroad _____
17. Number of tracks: Mainline ____ Siding ____ Total ____

18. Sight Distance: _____ (Left) _____ (Right)

19. Number of Trains: Passenger _____ Speed _____
Freight _____ Speed _____

20. Angle of Intersection: _____

21. Type of Existing Crossing: Grade ____
Overcrossing ____
Undercrossing ____

22. Existing Protection:
Advance warning signs ____ Automatic flashing ____ Stop signs ____
Crossbucks ____ Automatic bell ____ Gates ____

23. Proposed Protection: _____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes ____ No x

25. Will railroad crossing be altered? Yes ____ No ____
If yes, specify: _____

26. Traffic Control Signing:
To be part of project? Yes x No ____
By County? Yes ____ No ____
By State at County expense? Yes ____ No ____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes ____ No x
By County? Yes ____ No ____
By State at County expense? Yes ____ No ____
(NOTE: Striping must be completed prior to acceptance.)

28. Does County wish State to prepare P.U.C. hearing data? Yes ____ No x

29. Will P.U.C. application be made by State ____, or County ____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or businesses requiring relocation assistance? Yes ____ No x
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV _____
_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel X Quarry _____ Cinders _____

2. Owner: County x State ____ Private x Other ____

3. Location: / see attached map Section ____ Township _____ Range _____ W.M.

4. If County lease, what are royalty payments? unknown if use private pit.

5. Materials furnished by County: Borrow ____ Select Topping ____
Base Course x Level Course x Mineral Aggregates x
Location see attached map
Miscellaneous Items: county has pit and there is a private

Remarks re Section V pit available on a royalty basis - private pit is nearer - we wish to consider lime stablization

VI. FINANCIAL DATA

1. Estimated Cost: $ 216,000.00

2. Available FAS Funds: $ 241,000.00

3. Date match money is available: when needed

4. Will there be any 100% County money? Yes ____ No x

5. Maximum amount of 100% County money available: $_____

6. Date County requests letting: May 1973

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: There is an irrigation ditch in right of way that the property owners will not cooperate with moving on their land - high water table will require heavy base and wish to consider reject lime stablization.

This application is not complete without an attached exhibit showing location of project.

By _____
County Judge or Comm. Chairman

By _____
County Commissioner

By _____
County Commissioner

By _____
County Engineer or Roadmaster

_____
O.S.H.D. Field Engineer

County _____

Date _____ Date February 12, 1973

69-a, FAS-C

B317 Crater Lake Hwy at Biddle Rd. 1975
Sec. on Crater Lake Hwy in Medford
(Grading, paving & signals)

L + A 5518 12-9-75

8317

March 25, 1977

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On March 22, 1977, we wrote to you concerning release of final payment on Contract No. 8317 awarded to Hansen Electric Co. for work on the Crater Lake Hwy. at Biddle Rd. (Medford) Section in Jackson County.

Final payment on this contract is $487.09 and the total contract amount is $48,155.05 including $692.05 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Hansen Electric Co.
1127 S. Broadway
Coos Bay, OR 97420

bc: C. T. Keasey
Walt Hart - Bridge
V. E. Skoog (Attn: Dick Hacek)
A. Shirley

8-17

FINAL

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Crater Lake Highway @ Biddle Road (Medford)		WEEK ENDING: 29 January 1977
		SECTION PREFIX: 15-1071
HIGHWAY: Crater Lake		COUNTY: Jackson
NAME OF JOB: Crater Lake Hwy. @ Biddle Rd. (Medford)	KIND OF WORK: Grading, paving, and signing	
CONTRACTOR: Hanson Electric Co.	CONTRACT NUMBER: 8317	FEDERAL AID PROJECT NUMBER: HHS-2490(1)
DATE OF CONTRACT: December 1,1975	DATE WORK STARTED: July 28, 1976	ESTIMATED COMPLETION DATE: September 28, 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: work / 250	WORK DAYS USED / CALENDAR DAYS USED: work / 285
PROJECT AUTHORIZATION: $ 57,465.03	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 114
EXCLUSIVE OF ENGINEERING: $ 52,447.25	ENGINEERING AUTHORIZATION: $ 5,018.78	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 52,447.25	This week 210.00 ENGINEERING COST TO DATE: $ 6,703.07	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 103
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 133 %	DATE PROJECT WAS COMPLETED: September 28, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
FEB 16 1977
CONTRACT PAYMENTS

RECEIVED
FEB 1 1977
CONSTRUCTION
SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	NO ACTIVITY ON PROJECT ALL WEEK
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final Estimate sent forward 25 January 1977. All documentation is on hand.

This is the final weekly report.

SIGNED Keith L. Martin LOCATION Grants Pass

Keith L. Martin Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

January 22, 1976

Rep. Brad Morris
516 Glairgeau Circle
Medford, Oregon 97501

Dear Brad:

Answering your question in a recent note to me concerning the off-ramp leading from the northbound lanes of I-5 to Biddle Road, a contract was let late in November for revision of the signal installation at the foot of the off-ramp, which together with flattening the radius to facilitate turning movements of truck combinations will permit the restriping of the off-ramp for a three lane approach to the intersection. In fact, there will be a separate signal head for each of the three lanes. It is anticipated that the work under this contract will get underway soon. It usually takes 60 to 90 days for the successful bidder to secure the necessary equipment components for such an installation.

Sincerely,

R. B. Sipprell
Liaison Engineer

RBS:ob
bcc - F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. E. George
Alfred Shirley

RECEIVED
STATE HWY ENGR
JAN 23 '76
REFER TO
FOR

STATE COPY

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NO. 1-18	FEDERAL-AID PROJECT AGREEMENT 1-2-76	State: Oregon County: Jackson Project No.: HHS-2490(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 62, Crater Lake Intchge. (Medford)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	6-24-75	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	10-29-75	0.00
OTHER *(Specify)*		

ESTIMATED TOTAL COST OF PROJECT	FUNDS Pro Rata 90% FEDERAL FUNDS
$ 56,656.00	$ 50,990.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator JAN 5 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, December 15, 1975

Federal-aid Project
No. HHS-2490(1)

CRATER LAKE HWY. AT BIDDLE ROAD (MEDFORD)
CRATER LAKE HIGHWAY
JACKSON COUNTY

Project agreement estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 2,000.00

Type Code Y031
Traffic Signal (Sta. 2360+02)

Temporary Protection and Direction of Traffic	All Required		$ 300.00
Temporary Signs	100 sq.ft.	4.50	450.00
Flagmen	40 hour	16.00	640.00
General Excavation (225 c.y.)	All Required		1,890.00
1" - 0 Aggregate Base	300 ton	6.30	1,890.00
Class "C" Asphalt Concrete	200 ton	34.65	6,930.00
12" Sewer Pipe	6 lin.ft.	15.75	94.50
Concrete Inlets, Type CG-1	1 only	787.50	787.50
Concrete Walks	110 sq.yd.	14.18	1,559.80
Concrete Curbs	16 cu.yd.	136.50	2,184.00
Guide Posts	8 only	21.00	168.00
Traffic Signal Installation, Complete	All Required		32,194.00
			$49,087.80

Anticipated Items

Adjust Drain Valve	All Required	$ 100.00
Permanent Pavement Striping	All Required	500.00
		$ 600.00
	Subtotal	$49,687.80
	Engineering	4,468.20
	Engineering (Signal Controller Testing)	500.00
	Total	$54,656.00

Length of Project 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,800,00	$ 200.00
Traffic Signal	54,656.00	49,190.00	5,466.00
Total Cost	$56,656.00	$50,990.00	$5,666.00

Group 1 - 100%

Contract No. - 8317

Prefix No. 15-1071
15-1920

8317

-3

December 9, 1975

Mr. Robert D. Kortt
Traffic Engineer
City of Medford
City Hall
Medford, OR 97501

MISC. CONTRACTS and
AGREEMENTS No. 5518

Dear Mr. Kortt:

Attached for your files is a fully executed copy of an agreement concerning the Biddle Road and northbound I-5 off-ramp signalization project in Medford.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

cc L. E. George (agreement attached)

8317

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 20, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Traffic Signal Agreement**
Crater Lake Interchange at Biddle Road
City of Medford

An agreement has been prepared to cover the installation of a traffic signal at this intersection in Medford.

The agreement provides that the State shall prepare all plans and specifications and perform the work of the project. The State will pay the total cost of the project, which is estimated at $45,000 and is to be charged to Title II high hazard funds. After completion of the project, the State will maintain the signals and the City will be responsible for all power consumption.

Your approval of the agreement and authorization for me to sign it is recommended. The item will be on the agenda for the August 27 meeting.

bc: C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
L. E. George
V. E. Skoog
Don Harwell
Alfred Shirley, Jr.
Jack Graham
Gary Sund

RDT:rj dpy

Transaction No. 6-168

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
Oregon	6-24-75

BY (Signature): L. W. Rulien's June 17, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 209

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. ____ THRU ____		FEDERAL FUNDS
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	
33	HHS-2490(1)	0.0	42,000	37,800

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work=
Crater Lake Highway at Biddle Road Section Jackson County State of Oregon	Preliminary Engineering Traffic Signals Illumination and Channelization

RECEIVED
STATE HWY ENGR
JUN 26 '75
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
E.S. HUNTER

7-1-75
ORIGINAL TO
L.W. Rulien

REMARKS (Division)

I concur that this is a non-major action as set forth in FHPM 7-7-2 and qualifies for the timesaving procedures enumerated in FHPM 6-8-2-1.

You are authorized to proceed with all phases of preliminary engineering necessary to obtain PS&E Approval.

RECEIVED
JUN 26 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		6-24-75	G. L. Green G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-880

8317

75

June 17, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. HHS-15-001(3)

We are submitting program data for one project, Item No. 33, Project No. HHS-15-001(3), "Crater Lake Highway at Biddle Rd. Section", which we desire to have included in the High Hazard Locations Program under Section 209 of Title II as established by the Federal-Aid Highway Act of 1973.

We hereby request your concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1.

Also, we request your concurrence that this project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e, based on the "Statewide Environmental Assessment for Highway Safety Improvement Projects" concurred in by FHWA Division Office, February 25, 1975.

Enclosed are narrative, accident data and sketch map prepared by our Traffic Section for this project.

Since the project program contains all phases of preliminary engineering and construction, we hereby request your authorization to proceed with all phases of preliminary engineering necessary to obtain PS & E approval.

DRH:bz
Enclosures

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
November 1974

Report of Signal Warrant Investigation
Biddle Road @ I-5 Northbound Exit
ORE62 - Hwy. No. 22 - M.P. CO.80
Medford - Jackson County

Recommendation:

As a result of this investigation, it is recommended that the existing two-phase pretimed signal be replaced with a three-phase traffic actuated signal.

Historical Background:

The existing signalization was installed in 1966 as a temporary signal during the I-5 Interchange reconstruction. The existing equipment consists of a two-phase pretimed traffic signal. Medford has a population of 32,780 and does not qualify for 70% of standard warrant.

Investigation:

The subject intersection is at M.P. 0.5 on Crater Lake Hwy. No. 22.

Intersection	Total Entering Volume 1/	Cross Street Volume 1/	Pedestrians Crossing Highway
Biddle Rd. @ I-5 Northbound Exit	13,632	5,567	8

1/ 16-hour volume

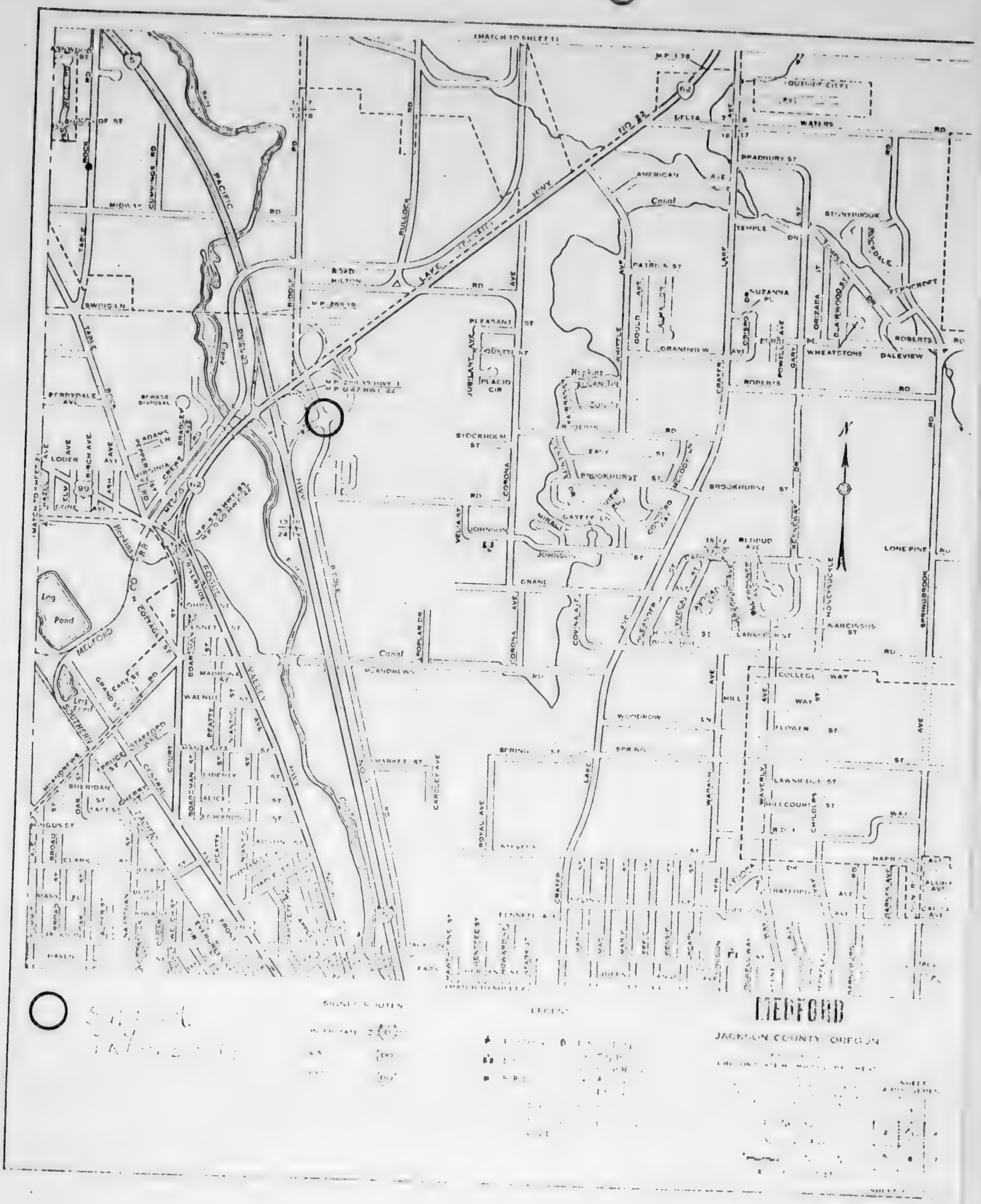
Intersection	Total Accidents from 1-1-73 to 12-31-73	Persons Injured	Persons Killed	Preventable Accidents 2/
Biddle Rd. @ I-5 Northbound Exit	9	8	0	7

2/ Accidents within the latest 12 months which might have been prevented by traffic signals.

Of the nine accidents at this intersection, seven are of the type which could have been prevented with a separate left-turn signal indication off Biddle Road.

The accident experience warrant required by the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition, has been met at this intersection. The previously stated recommendations were made on this basis.

DPW:kw


MEDFORD
JACKSON COUNTY OREGON
Canal
Log Pond
Log Pond
PACIFIC HWY
RIDDLE ROAD
HILTON RD
LAKE
BULLOCK
TABLE
SWING LN
PERRYDALE AVE
SEWAGE DISPOSAL
ADAMS LN
VIRGINIA
CREEK
BRADLEY
LODER AVE
ELM AVE
BIRCH AVE
ASH AVE
HAZEL AVE
HOLMES
MEDFORD
COTTAGE ST
FOURTH ST
OLERSIDE
BOARDMAN
MADRONA
WALNUT
BEATTY
VALLEY
SOUTHERN
STAFFORD
SPRUCE
SHERIDAN
OAK
FIFTH ST
CENTRAL
COURT
ANGUS ST
BROAD
CLARK
MAPLE
ALDER
MAIN
HIGH
CORONA
POPLAR DR
MEADOWLAWN
MARKET ST
CARDLEY AVE
ROYAL AVE
STEVENS
SPRING
WOODROW
LAKE
WAVERLY
CHILDERS
HILLCOUNT
LAWNRIDGE ST
WAY
COLLEGE WAY
MILL
FLOWER ST
HARP
CRATER
MAIN
PEYTON
PEARL
MAY
ALDER
ALCOTT AVE
CRATERVIEW AVE
PLEASANT ST
JURIANT AVE
PLACID CIR
GOULETTE ST
GRANDVIEW
PATRICIA ST
GOULD AVE
WHITTLE
CRATER
GARY
POWELL AVE
SUZANNA PL
ORIZABA
DALEVIEW
WHEATSTONE
ROBERTS
STANDIFORD
STANCROFT
STANBROOK
DELTA
WATERS RD
BRADBURY ST
AMERICAN
STOCKHOLM ST
EARLY ST
BROOKHURST
GAYETY LN
MIRALI
VELIA ST
JOHNSON
GRANT
ELDRUD AVE
LONE PINE
HONEYSUCKLE
NARCISSUS ST
SPRINGBROOK
COVINGTON
CONNALLY
CRESCENT AVE
MELODY LN
COTTAGE RD
HOLLYWOOD
LARKIN
MATCH TO SHEET 21
MATCH TO SHEET 22
MATCH TO SHEET 23
MP 278
MP 288.19
MP 0.47 HWY 99
MP 0.00 HWY 62
MP 0.47 HWY 1
MP 0.00 HWY 99
MP 0.00 HWY 238
MP 0.00 HWY 62
MP 0.47 HWY 62
SIGNED ROUTES
LEGEND

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Biddle Rd @ I-5 Northbound Exit
Medford

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	585	619	656	613	687	719	801	549
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	223	191	192	248	330	317	343	211
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	-	-	-	-	-	-	-	-

	Minimum Volume Warrant**		Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:			
Major Street	600		
Minor Street	150		6
2. Interruption of Continuous Traffic:			
Major Street	900		
Minor Street	75		0
3. Minimum Pedestrian Volume:			
Vehicular Volume (Major Street)			
Pedestrian Volume			-
4. Accident Experience:			
Preventable Accidents (last 12 months)		7	
Minimum Warrant		5	
5. Systems Warrant (if applicable):			
Entering Volume (Weekday peak hour)		1359	
Minimum Warrant		800	

Date of Traffic Count June, 1970 count factored to 1973 volumes

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

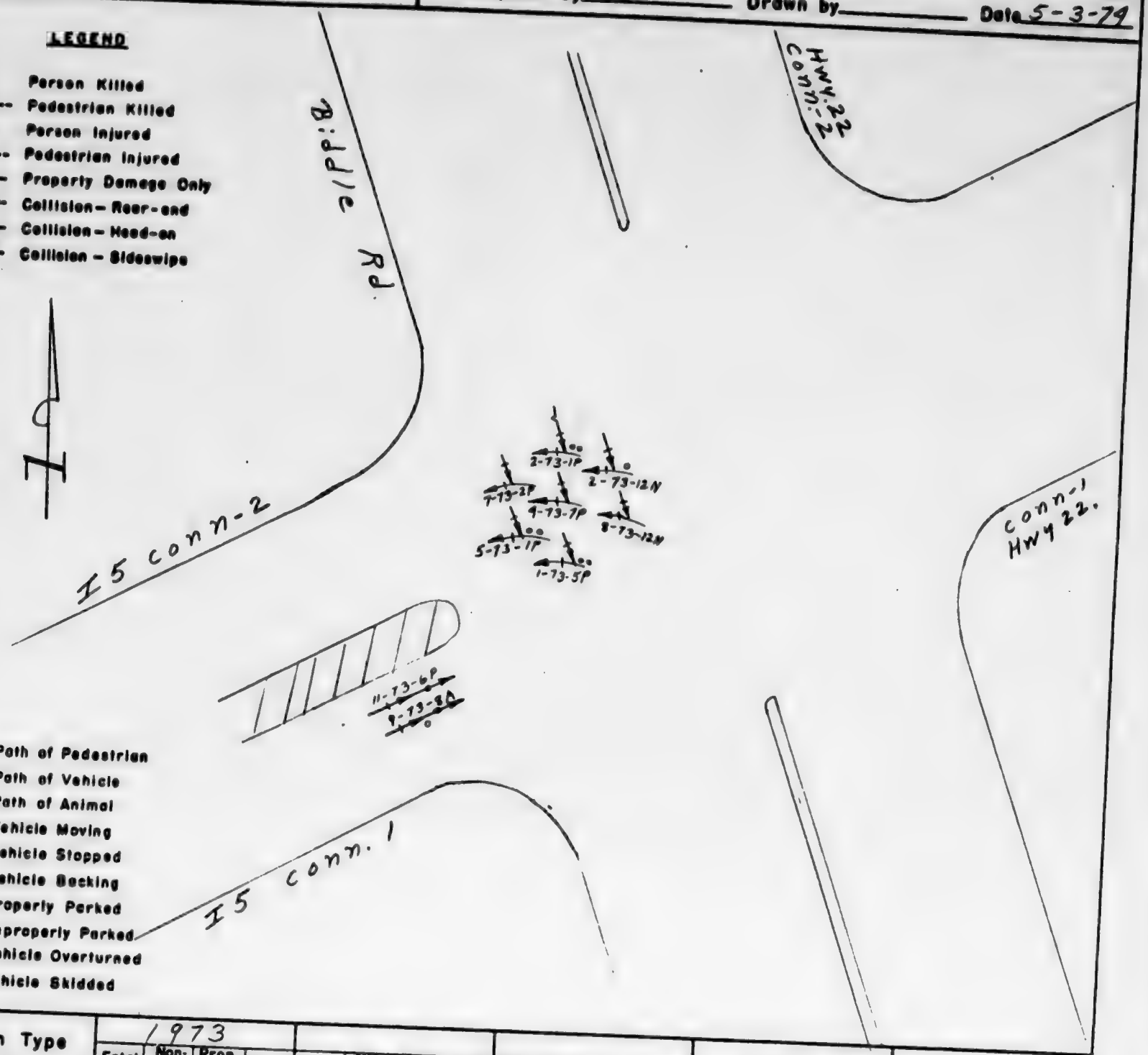
** X standard warrants used.
____ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

N.E. City of Medford County Jackson
Conn. 2 Intersection of Biddle Rd. and I5 conn. 1
Highway Number 22 (Ore 62) MP. C 0.82 MP. C 30.28
Period Covered 1-1-73 12-31-73
Compiled by XX Drawn by _____ Date 5-3-79

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe
- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded



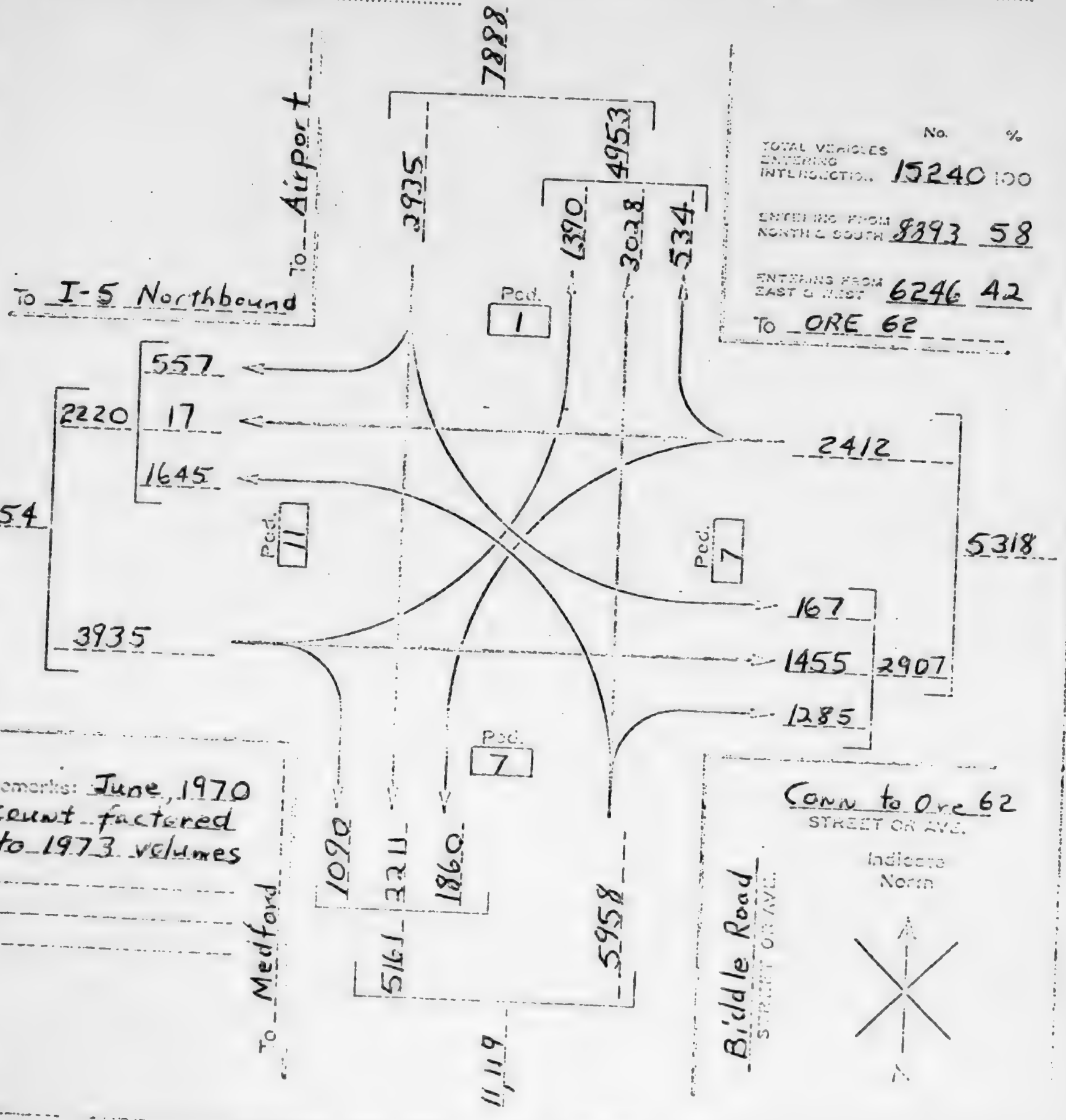
Collision Type	1973 Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end		1	1	2																
Sideswipe																				
Turning Movement		4	3	7																
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		5	4	9																

Form E-261-6-70

TWENTY-FOUR HOUR VEHICLE VOLUME

CITY OR COUNTY: Medford
LOCATION: Biddle Road at I-5 Northbound Exit
MILEPOST:
CLASSIFICATION:

DAY:
DATE:
COUNTED BY:
HOURS COUNTED:
WEATHER:



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	15240	100
ENTERING FROM NORTH & SOUTH	8993	58
ENTERING FROM EAST & WEST	6246	42

To ORE 62

Remarks: June, 1970 count factored to 1973 volumes

T.L.

70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date June 3, 4, 1970
Day of week Wed, Thur
Hours counted 6A to 10P
Weather Clear

Classification All Vehicles

City or County Medford
Intersection Biddle Rd and
Mbd Ramps to I-5
Mile Post
Classification

TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total	ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTRIA	
	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL					North	East	West	South	North	
6:00- 7:00	4	12	12	61	24	48	2	94	12	16	16	19	320	123	38	197	62	40	26	171	83		
7:00- 8:00	9	22	18	100	83	75		119	39	52	43	24	584	261	45	323	55	110	61	262	151		
8:00- 9:00	11	31	21	66	112	125		70	75	40	35	53	639	362	57	277	43	144	106	171	218	1	
9:00-10:00	18	31	26	62	140	141	1	47	76	40	47	52	681	417	61	264	39	184	108	156	233		
10:00-11:00	13	26	28	49	118	126		61	101	54	43	64	683	403	59	280	41	159	127	153	244		
11:00-12:00	5	27	36	61	127	144		52	102	82	67	88	781	472	60	309	40	158	129	180	314		
12:00- 1:00	6	27	41	46	92	187	2	42	125	81	48	92	789	499	63	290	37	139	154	136	360		
1:00- 2:00	11	33	29	53	124	184	2	53	104	80	49	102	823	529	64	294	36	163	139	155	366		
2:00- 3:00	3	26	34	56	107	177	2	75	99	78	69	95	821	494	60	327	40	144	127	200	350		
3:00- 4:00	12	28	26	97	133	180		98	110	87	71	115	958	554	58	404	42	169	138	266	385		
4:00- 5:00	5	22	24	81	151	193	2	95	138	87	80	120	998	580	58	418	42	180	162	256	400		
5:00- 6:00	8	27	24	112	131	229	2	89	144	89	76	165	1096	646	59	450	41	163	173	277	483		
6:00- 7:00	7	25	27	62	108	165		58	78	57	50	79	716	443	62	273	38	142	103	170	301		
7:00- 8:00	1	17	34	33	82	104		45	93	39	46	60	554	320	58	234	42	117	110	124	203		
8:00- 9:00	5	20	18	44	46	69		36	37	26	40	43	385	208	54	177	46	70	57	120	138		
9:00-10:00	5	18	21	36	43	73		32	31	34	19	32	345	209	61	136	39	70	49	87	139		
10:00-11:00																							
11:00-12:00																							
12:00- 1:00																							
1:00- 2:00																							
2:00- 3:00																							
3:00- 4:00																							
4:00- 5:00																							
5:00- 6:00																							
Four total	135	431	449	121	1783	2442	14	1173	1500	1036	879	1327	12290	7172	58.4	5118	41.6	2367	1945	3173	4805	1	
Four total	123	392	408	1019	1621	2220	13	1066	1364	942	799	1206	11173	6520	58.4	4653	41.6	2152	1769	2884	4368		
Four total																							
trol																							
lor																							

Tabulated by

Checked by

Biddle Rd St. is North and South

St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

City or County Medford

Intersection Biddle Rd Medford

Biddle Rd Ramp S.B. I-5

Mile Post

Classification

3 4 1970

d Thur

10 P

Classification All Vehicles

SUMMARY BY MOVEMENTS										From North and South	Per Cent of Total	From East and West	Per Cent of Total	ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL					North	East	West	South	North	East	West	South
																				1	
61	24	48	2	94	12	16	16	19	320	123	38	197	62	40	26	171	83				
100	83	75		119	39	52	43	24	584	261	45	323	55	110	61	262	151				
66	112	125		70	75	40	35	53	639	362	57	277	43	144	106	171	218	1			
62	140	141	1	47	76	40	47	52	681	417	61	264	39	184	108	156	233			1	
49	118	126		61	101	54	43	64	683	403	59	280	41	159	127	153	244			1	
61	127	144		52	102	82	67	88	781	472	60	309	40	158	129	180	314				1
46	92	187	2	42	125	81	48	92	789	499	63	290	37	139	154	136	360		1	3	
53	124	184	2	53	101	80	49	102	823	529	64	294	36	163	139	155	366			2	
56	107	177	2	75	99	78	69	95	821	494	60	327	40	144	127	200	350		1		
97	133	180		98	110	87	71	118	958	554	58	404	42	169	138	266	385			1	1
81	151	193	2	95	138	87	80	120	998	580	58	418	42	180	162	256	400				
112	131	229	2	89	144	89	76	165	1096	646	59	450	41	163	173	277	483		2		
62	108	165		58	78	57	50	79	716	443	62	273	38	142	103	170	301				
33	82	104		45	93	39	46	60	554	320	58	234	42	117	110	124	203			1	
44	46	69		36	37	26	40	43	385	208	54	177	46	70	57	120	138				
36	43	73		32	31	34	19	32	345	209	61	136	39	70	49	87	139				

Budget Bureau No. 41-R2067; Approval Expi

U.S. DEPARTMEN
BUREAU O

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

6-17-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER: 1 (19)(20) — PROJECT LOCATION (45 typewriter spaces): SR 62, Crater Lake Inchge (Medford) 21 65

ADT — PRESENT: 14,000* — FUTURE: 25,000* (66) — YEAR: 95 (70)(71)(72)

REGION: 10 — STATE NAME: Oregon — STATE CODE: 41 (2)(5)

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): P.E., Traf. Signal, Illum., Channel, 28 62 — NATL. FOREST (63)(65) — FH ROUTE NO. (66)(68) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71)

EMERG. YR. (72)(73) — PL. AUTH YR (74)(75)

PROJECT NUMBER — PREFIX LETTER(S): HHS- (14)(23) — NUMBER: 15-001 (7) — SEQ. NO.: (3) (1)

CARD 4 — CLASS OF FEDERAL FUNDS: (Section 209) High-Hazard Locations

COUNTY NAME: Jackson — CODE: 029 (14)(16)

NAME OF URBAN AREA: Medford (17-31)

ROUTE NO.: S — FEDERAL-AID: 15-001 (32) — STATE: 22 (36)(37) — U.S.: - - (41)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1	(1418)	(16)	41	42	43 46	53						
5					PE TOPICS		SR 62, Crater Lake Intchge. (Medford) at S. connection with Biddle Rd. FAU Route 2481.	0.0	2,000	1,800	200	
5					ROW							
5					CONST (CODE) TOPICS Y008 Y030 Y031		"Crater Lake Hwy. at Biddle Rd. Sec."	0.0	40,000	36,000	4;000	
							PROJECT TOTALS	0.0	42,000	37,800	4,200	

(16) (23)(24) (33)

REMARKS: P.E. a… stall… illum… const.

ROW-… Acces… Parki… none.

CARD 1 — CODE 1 — PREPARED BY

1 — 14 — PROGRAM APPROVAL DATES

* ADT count is traffic entering intersection

USCOM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

6-17-75

T LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPH CODE	ITEM NO.
, Crater Lake Inchge (Medford)	ADT	14,000*	25,000*	95	10	Oregon	41	142	33

RK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
al,								HHS-	15-001	(3)		

(Section 209) High-Hazard Locations

COUNTY NAME: Jackson — CODE: 029

Medford

ROUTE NO. S — FEDERAL-AID: 15-001 — STATE: 22 — U.S.: - - — PROGRAM STAGE: [ ] 1 OR [X] 2

RK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
CS		SR 62, Crater Lake Intchge. (Medford) at S. connection with Biddle Rd. FAU Route 2481.	0.0	2,000	1,800	200		P.E. all phases; install traffic signals illumination and const. channelization
W								
NST (c) CS		"Crater Lake Hwy. at Biddle Rd. Sec."	0.0	40,000	36,000	4;000		ROW-80' min.; Access control-none; Parking restrictions-none.
		PROJECT TOTALS	0.0	42,000	37,800	4,200		

AL DATES

REMARKS

* ADT count is traffic entering intersection

USCOMM DUSCOMM-DC 48905-P61

CRATER LAKE HWY. AT BIDDLE RD. SECTION

HHS-15-001(3)

Existing Facilities: Temporary 2-phase pretimed traffic control signal installation with span wire mounting and wood poles at intersection.

Biddle Rd.: North - - 60' four-lane curbed section, AC surface, and left-turn lane at intersection.

South - - 56' four-lane curbed section, AC surface, 4.5' painted median.

Ramps: West & East - - 55' two-lane curbed section, AC surface, 4' conc. median. (West -- I-5 N.Bd. on-off ramp; East -- Crater Lake Hwy. E.Bd. on-off ramp)

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.
2. Replace existing temporary traffic control signal with full traffic-pedestrian actuated 3-phase traffic control signal.
3. Install intersection illumination.
4. Widen I-5 N.Bd. off-ramp to provide left turn lane.

Additional Right-of-Way: None required.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

NOTE: Medford Municipal Airport lies north within two mil project. The runways are oriented such that the proposed not cause any conflict with the operation of the airport.

IM 50-1-70 Requirements: Exempt from State Clearinghouse trict 8 Clearinghouse A-95 review under working agreements

Urban Transportation Planning (PPM 50-9): Not applicable project will not result in an alteration of land use or tr flow patterns that would require a significant change in p completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action project concurre FHWA, February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesavin dures" set forth in FHPM 6-8-2.1.

Maintenance of Traffic Operations Improvements: A state- agreement covering maintenance obligations will be prepare comply with section 116, Title 23, U.S.C.

Control of Utilities: The State does not have, at this ti legal authority to control the use by utilities of the rig way of this project. A state-city agreement will be prep comply with paragraph 6d(1) of PPM 30-4.1.

Unusual Circumstance: This work was originally programme TOPICS Project No. T-5019(7) but, due to lack of TOPICS f the project was withdrawn after a portion of the prelimin engineering was completed.

NOTE: The project is in Congressional District No. 4.

KE HWY. AT BIDDLE RD. SECTION

HHS-15-001(3)

Temporary 2-phase pretimed traffic control with span wire mounting and wood poles at

rth - - 60' four-lane curbed section, AC rface, and left-turn lane at intersection.

uth - - 56' four-lane curbed section, AC rface, 4.5' painted median.

East - - 55' two-lane curbed section, AC rface, 4' conc. median. (West -- I-5 N.Bd. -off ramp; East -- Crater Lake Hwy. E.Bd. -off ramp)

roposed work is as follows:

of preliminary engineering.

isting temporary traffic control signal with c-pedestrian actuated 3-phase traffic control

tersection illumination.

N.Bd. off-ramp to provide left turn lane.

Way: None required.

ce Payments: None involved as additional right- ed.

roads, Airports, Water Developments, Historical eas: None involved.

NOTE: Medford Municipal Airport lies north within two miles of the project. The runways are oriented such that the proposed work will not cause any conflict with the operation of the airport.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 8 Clearinghouse A-95 review under working agreements.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA, February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2.1.

Maintenance of Traffic Operations Improvements: A state-city agreement covering maintenance obligations will be prepared to comply with section 116, Title 23, U.S.C.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A state-city agreement will be prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Unusual Circumstance: This work was originally programmed as a TOPICS Project No. T-5019(7) but, due to lack of TOPICS funds, the project was withdrawn after a portion of the preliminary engineering was completed.

NOTE: The project is in Congressional District No. 4.

1975 Springfield Traffic Signal Proj., various city streets (Traffic Signals) 8318

C+A 5339 6-11-75

Form 784-1065

8-14

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DIVISI
by

Date March 6, 1981

Invoice No. .....

P.O. No. .....

City of Springfield
346 Main Street
Springfield, Oregon 97477
ATTN: Michael Kelly
Director of Public Works

Crew No. 006-00

Additional funds to be refunded to City of Springfield for Federal Aid Urban Project M-000S(2) Springfield Traffic Signals.

$8,370.63

REF: CC 81-13

APPROVED

D. E. Swan
Operation Programming Engineer

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-6-81	CC 81-13		320-1073-295

BILL TO: Code:

City of Springfield
346 Main Street
Springfield, Oregon 97477
Attn: Michael Kelly, Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING Per Attached Itemized Statement:			
Federal Aid Urban Program M-000S(2)			
Springfield Traffic Signals			
Lane County			
Agreement Dated 6-11-75			
Contract No. 8318			
TOTAL COST			$105,904.48
Less Federal Funds			90,670.20
Less State Share			7,604.91
City Share			7,629.37
City's Advance Deposit			18,000.00
REFUND DUE CITY			$ 10,370.63
(Please attached itemized statement to Invoice)			

Advance Deposit Amount	$ 18,000.00
Advance Deposit Previously Transferred to Highway Fund	$ 16,000.00
Balance	$ 2,000.00
Transfer to Highway Fund	$ - - - -
Refund Due	$ 2,000.00
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1543

Amount Due . . . . . $

Submitted by:
Gary E. Zehner
Gary E. Zehner

Approved:
D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** March 6, 1981

CITY SPRINGFIELD **Contract No.** 8318 **Date Completed** 11-5-76

PROJECT # M-000S(2) **Section** Springfield Traffic Signals (4 locations)

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payment to Contractor		$ 88,821.75
Credit for Liquidated Damages		(3,900.00)
SFO #1 Signal Controller Testing		2,859.43
SFO #4 Install Guard Rail		1,680.02
SFO #5 Install Guard Rail		1,030.02
Construction Engineering		15,388.80
Interest Paid Contractor		24.46
TOTAL CONSTRUCTION COST		$105,904.48
Less Federal Funds		90,670.20
BALANCE		$ 15,234.28
Non-Participating Items:		
Construction Engineering	$203.80	
Interest Paid Contractor	24.46	
AMOUNT TO BE SHARED		$ 228.26
		$ 15,006.02

State Share:
50% of ($15,006.02 + $203.80) = $7,604.91

City Share:
50% of $15,006.02 + ($228.26 - $101.90) = $7,629.37

Reference: Billing Form CC 81-13

		Present	Future
Portland - Powell Blvd		29,500	47,400
	69th	15,000	24,000
Newport	Bay Blvd.	2,550	4,100
Clack Co. Signals			
	King @ Linwood	9,500	18,800
	" @ Bell	10,000	16,500
	Oatfield @ Oakgrove	7,500	12,700
	" @ Concord	10,000	15,500
	Webster @ Lake	10,000	14,500
	Redland @ Holcomb	5,500	9,400
	Beav. Cr. @ Maple	6,500	11,500
Baker	Birch	350	550
Eugene	Royal	4,000	7,500
Springfield	Cent. @ 19th	5,200	8,500
	" Mill-5th	7,500	19,500
	Mohaw @ 19th	12,300 -	19,600
	Olympic @ 21st	2,000 -	3,000
	" @ 28th	4,200	6,900

8318

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
3-5-81	CA #8106	

CREDIT DISTRIBUTION

362-03 4,206.81

BILL TO: Code: ORPUBUC

Public Utility Commission
200 Public Service Bldg.
Salem, Oregon 97310

320-1073 - 296 4,206.81

320-1073 - 299 <4,206.81>

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Settlement on M-000S(2), Springfield Traffic Signals SXF 816 Order #76-793			
Work by Southern Pacific Transportation Company forces for protecting railroad facilities			$29,048.61
Audit of S.P.T.C.			576.79
Less Federal Participation (.8580%)			$25,418.59
Balance Due from PUC (.1420%)			

Advance Deposit Amount $ —

Advance Deposit Previously Transferred to Highway Fund $ —

Balance $ —

Transfer to Highway Fund $ —

Refund Due $ —

Partial or final request for billing Final

Number of the previous request in connection with this service. —

Amount Due $ 4,206.81

Submitted by: Diane Galida

Approved:

- 9318

(MEMORANDUM)

320-1073

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-23-80

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

PAID BY

ADDRESS
Capitol Bldg.
Salem, OR 97310

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD
FROM 10-29-78
TO 2-6-79

☐ OTHER PROGRESS X

☐ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
M-0005(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$135,529.88	$136,301.62	85.00%	$116,088.79	$116,088.79	$ 0.00

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 12/23/80

PASSED FOR PAYMENT
BY W.E. Skoog, Controller DATE

REMARKS

$ 0.00

FORM PR-20A
(Rev. 6-78)

PREVIOUS EDITIONS ARE OBSOLETE

320 1071 900 00 P 1
320 1071 900 00 N 1
TOT TOT TOT P1
N1 INS TOTR S **
**
**
**
.67CR
.67
.67CR
984.11
502.14
7.41
926.20
7.41
78
80
80

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Springfield Traffic Signals **City Streets** **Lane County**					
	Construction					
	Type Code Y031					
	Traffic Signals (City Streets)					
	Final Contract Payment Summary	Lump Sum			$ 88,821.75	
	SFO #3 Work by SPTC	All Required			29,048.61	
	SFO #4 Install Guard Rail	All Required			1,680.02	
	SFO #5 Install Guard Rail	All Required			1,030.02	
	Total Participating Construction				$120,580.40	
	Construction Engineering					
	State	All Required			$ 15,185.00	
	SFO #1 Testing of Traffic Signal Controller	All Required			2,859.43	
	Equipment	Lump Sum			(3,900.00)	
	Liquidated Damages				$ 14,144.43	
	Total Construction Engineering					
	Misc. Project Cost					
	Audit Expense	All Required			576.79	
	Total Participating Cost				$135,301.62	
	Nonparticipating Cost					
	Construction Engineering	All Required			203.80	
	Interest on final contract payments	All Required			24.46	
	Total Nonparticipating Cost				$ 228.26	
	Total Project Cost				$135,529.88	

prepared based on Participating Cost as shown on Federal Billing as of 12/23/80.

AMOUNT CARRIED FORWARD

GPO 944 892

			320	1071	900	00	P	1		.67CR	502.14	78	80
			320	1071	900	00	N	1		.67	7.41	80	80
					TOT	P1				.67CR	976.70		
					TOT	N1				.67	7.41		
					** JOB TOTALS **				**	**	984.11 **		
CITY STREETS IN SPRINGFIELD	CONT NO 8318 * FA PROJ NOS M				00S002 100							STATE	
			320	1073	201	00	P	1	-cont.		88,821.75	76	77
			320	1073	203	00	P	1	Cr. Liq. Dam.		3,900.00CR	76	77
			320	1073	205	03	N	1	—	3,523.50		76	80
			320	1073	206	00	N	1	Int.		24.46	77	77
			320	1073	260	04	P	1	SFO#2		1,680.02	77	77
			320	1073	260	05	P	1	SFO#5		1,030.02	77	78
			320	1073	276	03	P	1	SFO#3	6,186.39CR	29,048.61	76	80
			320	1073	296	00	N	9	Tr. St. 10,296.45CR	5,459.31CR	132,088.79CR	76	81
			320	1073	298	00	N	9	" Fed 10,296.45	5,459.31	116,088.79	76	81
			320	1073	299	00	N	9	" RR		16,000.00	76	76
			320	1073	900	00	P	1	Const Eng.		15,185.00	75	78
			320	1073	900	00	N	1	"		203.80	75	78
			320	1073	900	01	P	1	SFO#1		2,859.43	76	77
			320	1073	915	00	P	1	Audit		576.79	76	80
					TOT	P1				6,186.39CR	135,301.62		
					TOT	N1				3,523.50	228.26		
					** JOB TOTALS **				**	2,662.89CR**	135,529.88 **		
BELTLINE RD-COBURG RD	CONT NO 8410 * FA PROJ NOS M				035001 100							STATE	
			320	1084	201	00	P	1		319,310.74CR	928,371.33	76	80
			320	1084	201	00	N	1		319,310.74	323,585.37	78	80
			320	1084	203	00	P	1			1,400.00CR	77	78
			320	1084	203	00	N	1			600.00	77	77
			320	1084	206	00	N	1			48.33	79	79
			320	1084	210	01	P	1		3,411.44	2,217.23	80	80
			320	1084	210	01	N	1			1,237.86CR	2,956.90	77	80
			320	1084	270	01	P	1			1,788.10CR	1.52CR	77	81
			320	1084	270	02	P	1			387.00CR		77	80
			320	1084	296	00	N	9			70.10CR	1,179,000.00CR	76	80
			320	1084	297	00	N	9				360,000.00	76	76
			320	1084	298	00	N	9			70.10	819,000.00	76	80
			320	1084	900	00	P	1				24,467.62	76	80
			320	1084	900	00	N	1			28.70	471.18	76	80
			320	1084	900	02	P	1				812.08	77	77
			320	1084	985	00	P	1				77.19	76	77
					TOT	P1					318,074.40CR	954,543.93		
					TOT	N1					318,101.58	327,661.78		
					** JOB TOTALS **				**		27.18 **	1,282,205.71 **	

2-18

STATE

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	to Oregon
MONTHLY TRANSACTION NUMBER 11-50		
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Lane
MODIFICATION NUMBER 2	11-2-79	Project Number M-0005(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 5, 19 76, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 139,926.00	$ 143,100.00
Federal funds	$ 109,408.00	$ 111,885.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of November, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: C. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, OR October 31, 1979

Federal Aid Project
No. M-000S(2)

Springfield Traffic Signals
City Streets
Lane County

Revised Project Agreement Estimate

Type Code Y031
Traffic Signals (City Streets)

Subtotal of Previous Estimate of Oct. 29, 1976		$ 91,751.50
	Subtotal	$ 91,751.50
	Engineering	10,098.50
	Eng'rg. (Signal Controller Testing)	2,250.00
	Total	$104,100.00

Type Code Y018
Railroad Signals & Gates
Total Same as previous estimate of Oct. 29, 1976 $ 39,000.00

Length of project. . . . . 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Traffic Signals	$104,100.00	$ 81,391.00	$22,709.00
R.R. Signals & Gates	39,000.00	30,494.00	8,506.00
Total	$143,100.00	$111,885.00	$31,215.00

Group 1 - 100%
Contract No. 8318
Prefix 320-1073

8314

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-86		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Lane
MODIFICATION NUMBER 1	11-4-76	Project Number M-000S(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 5, 19 76, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 100,926	$ 139,926
Federal funds	$ 78,914	$ 109,403
Other revisions		

This modification is made for the following reasons:

To include authorized work by SPT Co.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of November, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
for: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete 58717

Aid Project
00S(2)

742.00
1,162.50
2,052.00
85,295.00
89,251.50

2,500.00
91,751.50
6,924.50

2,250.00
00,926.00

7,500.00
7,500.00
1,500.00
9,000.00

Funds
12.00
06.00
18.00

Oregon State Highway Division
Salem, Oregon October 29, 1976

Federal Aid Project
No. M-000S(2)

SPRINGFIELD TRAFFIC SIGNALS
CITY STREETS
LANE COUNTY

Revised Project Agreement Estimate.

Type Code Y031
Traffic Signals (City Streets)

Temporary Protection and Direction of Traffic	All Required		$ 742.00
Temporary Signs	250 sq.ft.	4.65	1,162.50
Flagmen	120 hrs.	17.10	2,052.00
Traffic Signal Installation, Complete	All Required		85,295.00
			$ 89,251.50

Anticipated Items

Railroad Protective Cost	All Required		$ 2,500.00
	Subtotal		$ 91,751.50
	Engineering		6,924.50
	Engineering (Signal Controller Testing)		2,250.00
			$100,926.00

Type Code Y018
Railroad Signals & Gates

Work by SPT Co.	All Required	$ 37,500.00
	Subtotal	$ 37,500.00
	Engineering	1,500.00
	Total	$ 39,000.00

Length of Project - - - - - - - - - - - 0.0 mile

SUMMARY OF PROJECT

Description	Total Cost	Federal Funds	State Funds
Traffic Signals	$100,926.00	$ 78,914.00	$22,012.00
RR Signals & Gates	39,000.00	30,494.00	8,506.00
TOTAL	$139,926.00	$109,408.00	$30,518.00

Group 1 - 100%
Contract No. 8318
Prefix No.: 320-1073

Oregon State Highway Division

STATE COPY

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NO.		State: Oregon
1- 11	FEDERAL-AID PROJECT AGREEMENT	County: Lane
	1-5-76	Project No.: M-000S (2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City of Springfield

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*	10-29-75	0.00

ESTIMATED TOTAL COST OF PROJECT	FUNDS Pro Rata 78.19% FEDERAL FUNDS
$ 100,926.00	$ 78,914.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R.O. Wright
For: *(Division Administrator)*
G.L. Green

Date executed by Division Administrator JAN 5 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

id Project
S(2)

742.00
1,162.50
2,052.00
5,295.00
,500.00
,751.50
924.50
250.00
926.50
)0.00

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, December 12, 1975

Federal Aid Project
No. M-000S(2)

SPRINGFIELD TRAFFIC SIGNALS
CITY STREETS
LANE COUNTY

Project agreement estimate.

Type Code Y031
Traffic Signals (City Streets)

Temporary Protection and Direction of Traffic	All Required		$ 742.00
Temporary Signs	250 sq.ft.	4.65	1,162.50
Flagmen	120 hrs.	17.10	2,052.00
Traffic Signal Installation, Complete	All Required		85,295.00
			[illegible]
Railroad Protective Cost	All Required		$ 2,500.00
	Subtotal		$91,751.50
	Engineering		6,924.50
	Engineering (Signal Controller Testing)		2,250.00
			$100,926.00

Length of Project - - - - 0.00 mile

[illegible] in Program Status
(Not included in totals below)

Other Railroad Cost	All Required	$50,000.00

Federal Funds	$ 78,914.00
State Funds	22,012.00
Other Funds	- - -
Total	$100,926.00

Group 1 - 100%

Contract No. - 8318

Prefix No. - 320-1073

PROJECT MANAGEMENT OFFICE MEMO
(Springfield)

Date 5-30-78

Subject City of Springfield surveys File No. _____

Received (call) (~~visit~~) from Jim Burris

Address _____

Made (call) (visit) to _____ Phone _____

Reason for contact and general discussion:

Concern about survey cost overruns & going back for added deposits:

	Orig Deposit	Present Expend
	#1,000	#5,000
	2,500	6,000

From local Hour office viewpoint:

1) Estimates made by Region
2) Some Reg 3 surveys on Order to Render Service

John Christopherson to go back to city

Signature A Nemec

File ( ) ( ) (✓) ( ) ( ) (#) ( ) (R) Prompt N

Circulate: PME LGE OPE FAE CCE OM Other

8318

October 4, 1977

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

Gentlemen:

On September 30, 1977, we wrote to you concerning release of final payment on Contract No. 8318 awarded to Hamilton Electric, Inc. for the Springfield Traffic Signal Project in Lane County.

Final payment on this contract is $500 and the total contract amount is $84,921.75 including $274.60 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Hamilton Electric, Inc.
232 West 5th Avenue
P. O. Box 708
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

Form 81-734-1106

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8318

APPLYING TO CONTRACT PROJECTS

Order No. 05

Section Springfield Traffic Signal Project Date July 26, 1977

Highway City Streets F.A.P. No. M-000S(2)

County Lane Prefix 320-1073 Account No. 260-05

Description of Work To Be Done: Install 75 feet of Type 2 A Guard Rail, with Type "A" End Pieces, to protect Pole No. 6 at 28th and Olympic Street.

Location by Station Numbers:

28th and Olympic Streets

Estimate of Quantities and Costs:

Labor	$420
Equipment	$100
Materials	$580
Total	$1,100

Explanation:

This order covers the cost of installing guard rail by State Forces. The contractor on this project is not equipped or staffed to do this type of work. The contractor has completed all contract work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$163,441.71
Present estimate of project cost, including $1,100 for work under this order	$143,347.61
Expected under-run ~~over-run~~ (amount)	$20,094.10
Expected under-run ~~over-run~~ (per cent)	12.3

Space to right of this line is for use of Salem Office

Submitted by: John T. Scofield Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: 8-1-77 Construction Engineer

SP*73602-734

8311

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Springfield Traffic Signals	SECTION: Springfield Traffic Signals	WEEK ENDING: June 11, 1977
	HIGHWAY: City Streets	SECTION PREFIX: 320-1073
		COUNTY: Lane
CONTRACTOR: Hamilton Electric, Inc.	KIND OF WORK: Traffic Signals	
DATE OF CONTRACT: December 6, 1975	CONTRACT NUMBER: 8318	FEDERAL AID PROJECT NUMBER: M-000S(2)
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	DATE WORK STARTED: January 20, 1976	ESTIMATED COMPLETION DATE:
	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 240	CALENDAR DAYS USED 292
PROJECT AUTHORIZATION: $ 163,441.71	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 122
EXCLUSIVE OF ENGINEERING: $ 150,481.57	ENGINEERING AUTHORIZATION $ 12,960.14	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 126,347.51	ENGINEERING COST TO DATE $ 15,900.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 87
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 16.0%	PERCENT OF AUTHORIZATION 123 %	DATE PROJECT WAS COMPLETED: November 5, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE. MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.		Signal Installation
PERCENT	* 100%	

* This figure based on the original contract amount

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear-Fair	0		
MONDAY	Partly Cloudy-Fair	0		
TUESDAY	Cloudy	0		
WEDNESDAY	Partly Cloudy	0		
THURSDAY	Clear-Fair	0		
FRIDAY	Partly Cloudy	0		
SATURDAY		0		

RECEIVED
JUN 13 1977
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This Week: Hamilton Electric replaced non-spec. "Bike" signs and delivered wiring diagrams for controller at 18th and Centennial.

Semi-final extimate is complete and was sent to region Office 6/10/77

-- Final Report --

cc: Construction (2)
F.H.W.A.
Region
File

SIGNED John T. Scofield LOCATION Eugene

John T. Scofield

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

3-18-77

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP**5750b-T34

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Springfield
150 N. Fourth Street
Springfield, Oregon 97477
Attention of
Mr. Michael A. Kelly, Acting Director
Department of Public Works

Request No. (assigned by staff engineer or head of section) CC-1711

Date March 18, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit for Preliminary Engineering $2,500.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for preliminary engineering on four traffic signal projects (various city streets) in Springfield. Covered by agreement dated 6/11/75		1,900.00
		To be Retained		$ 600.00
		Acct. Ref. SPRINGC 001256 A0B		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $2,500.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
7851-295

Submitted by:
F. F. Hildebrandt

Approved:
Regional Engineer

Approved:
G. N. Hopkins Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

January 31, 1977

Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97401

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8318 for work on the Springfield Traffic Signals in Lane County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 21 days as requested is granted. This is because of unanticipated testing and unit replacement work on existing signal equipment at the Mohawk and "O" Street Intersection.

This leaves 52 days' liquidated damages in effect at $75 per day.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Bud Shirley
John Scofield

JAB:fr ja

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 27, 1977

FILE: CON 5 #8318

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Springfield Traffic Signal
Contract No. 8318
Request for Time Extension

Hamilton Electric Company requests a 21-day extension of this contract time because of unanticipated testing and unit replacement work on existing signal equipment at one of the intersections involved in this project. The contract covers signal work at 3 separated intersections with installation of new signals and equipment at 2 of them and revision of existing equipment at the third one. It was at the third location that unforeseen problems arose in testing and repairing the existing equipment which was to be reused. The overall project was completed November 5, 1976 with 73 days liquidated damages assessed at $75 per day.

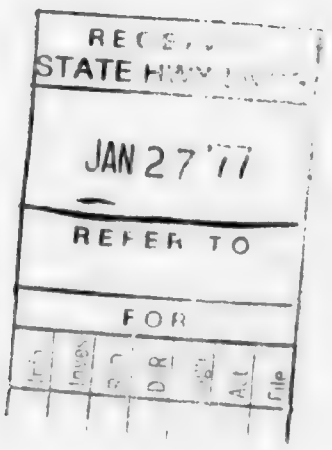
The contractor makes a very straight-forward request. He seeks only 21 days related to the overhaul of the existing equipment. This 21 days can be justified in two different ways. It would be all the time counted after October 15 when the signal work was completed at the other two intersections. It also happens to be the time that elapsed from October 7 through October 28 with the unforeseen equipment repair problems at the third intersection.

We therefore concur in the field recommendations to grant the extension as requested. This leaves 52 days liquidated damages in effect at $75 per day. This is an Urban System project and the recommended extension can be granted participating under delegated authority. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church



OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8318 Contractor Hamilton Electric, Inc.

Highway

Section Springfield Traffic Signals

Kind of Work

21

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 21 days extension of contract time which leaves 52 days liquidated damages in effect at $75 per day. This is for work on existing signal equipment at one of the intersections (Mohawk and "Q" St.) involved in this project.

Recommended for Approval:

C. X. Wilson
Regional Engineer

for Construction Engineer or ~~Bridge Engineer~~

Deputy State Highway Engineer

SP*67865-734

Contract No.	
Project designation	State-Federal
Date awarded	
Work started	
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

E-320 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Dec. 17, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 240 days to 261 days, within which to complete our Contract No. 8318, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Complete explanation for request of extension of 21 days in attached letter from Econolite.

Respectfully submitted,

Hamilton Electric, Inc.
Contractor

By [signature]

CONSENT OF SURETY

Date December 21, 1976

We, GREAT AMERICAN INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
Attorney-in-fact

Ed J. Doll

(SEAL)

Resident Agent

CHRONOLOGY

1)	Contract Award	December 6, 1975
2)	Work Started	January 20, 1976
3)	Completed installation of poles, mast arms, including signal heads	May 17, 1976
4)	Controller for 18TH and Centennial released from the Lab.	August 16, 1976
5)	Temporary controller installed at Mohawk and "Q" St. and existing controller removed for revisions	August 16, 1976
6)	Time allotted for the contract ran out	August 24, 1976
7)	Signals at 18TH and Centennial placed in operation	September 14, 1976
8)	Controller for 28TH and Olympic released from the Lab.	September 28, 1976
9)	Revised controller for Mohawk and "Q" St. delivered to Lab. for testing. Initial inspection made and work was found to be incomplete	September 30, 1976
10)	Completed revisions for controller for Mohawk and "Q" St. Ready for testing	October 8, 1976
11)	Environmental test for Mohawk and "Q" St. Controller started - coordination unit failed	October 15, 1976
12)	Signals at 28TH and Olympic complete	October 15, 1976
13)	Econolite repaired coordination unit for Mohawk and "Q" St. Controller	October 19, 1976
14)	Environmental test for Mohawk and "Q" St. Controller restarted	October 20, 1976
15)	Controller for Mohawk and "Q" St. released from the Lab.	October 28, 1976
16)	Signals at 28TH and Olympic placed in operation	October 28, 1976
17)	Signals at Mohawk and "Q" St. completed and placed in operation - Contract Complete	November 5, 1976

21

21

73 days liquidated damages
at $75 = $5,475.

ECONOLITE

Solving Tomorrow's Traffic Problems . . . Today

December 10, 1976

Hamilton Electric
P.O. Box 708
Eugene, Oregon 97401

Gentlemen:

Subject: Purchase Order 1160 & 1161, Oregon State Highway Department Contract No. 8318, Springfield Traffic Signals, Econolite Sales Order 2121-03

Econolite has been advised that the State is assessing liquidated damages for an overrun of 73 days. This assessment is unfair and invalid, and we request you advise the State of the following facts.

It is true that failure of Econolite supplied equipment on this contract delayed completion of the project. However, all repairs and modifications for the satisfactory operation of Econolite-supplied equipment on this project was completed on October 8, 1976.

The period of October 8 to October 28, 1976, the date the OSHD released the equipment from their lab, was spent testing and providing maintenance on equipment supplied by the City of Springfield for use on this contract. During this 21-day period (October 8 through October 28, 1976), Econolite sent their representative to the State lab, at Econolite's expense (for which we have not been reimbursed), on three separate occasions for the purpose of performing maintenance functions on property owned by the City of Springfield. This property was not new and not in warranty. Our representative made one trip from the Washington area to perform maintenance on an old city-owned controller, which the city wished to use on this project; and, on two separate occasions, returned to the lab to perform maintenance functions on the city-owned coordination unit which the city wished to use on this project.

Due to the above, Econolite feels the 73-day assessment is exorbitant and unfair.

We trust this information is sufficient for the State to provide Hamilton and Econolite relief in the assessment of liquidated damages.

Very truly yours,

ECONOLITE
A Division of Altec Corporation

Glenn Carothers
Manager, Contracts Administration

GC/kb
cc: R. Cazis H. Schellert

FAMS

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-2-76

FEDERAL AID PROJECT NO.
0005(2)

STATE PROJECT NO.
Springfield Traffic Signal

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
M-51

COUNTY NAME
Lane

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter, State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
JUL 1 1976
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ■ UE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
June 11, 1976	June 11, 1976	FAU 1240
		STATE ROUTE NUMBER: City Street

GENERAL LOCATION:
City of Springfield

GENERAL DESCRIPTION OF WORK:
Install signal and gates

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXXX
XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 10-28-75 approve d this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's June 15, 1976 letter you are authorized to proceed with the work covered by the Agreement with the Southern Pacific Transportation Company, approved by the Highway Division June 11, 1976 at a total estimated cost of $37,500 - Federal funds $29,321.

Preliminary engineering charges for work necessary to prepare final plans for this project are eligible even though PS&E approval has been granted.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-2-76	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-855

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

Salem, Springfield

DEPARTMENT OF JUSTICE

TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

February 6, 1976

Mr. David J. Astle
Administrator
Railroad Division
Labor & Industries Building
Salem, OR 97310

RE: PUX 1037

Dear Mr. Astle

Enclosed is an original and seven copies of the application of the Department of Transportation, Highway Division, in the above-subject matter.

Two of the copies are for service upon Southern Pacific Transportation Company, one copy for service upon Lane County, one copy for service upon the City of Springfield, and three copies are for use by your office.

Very truly yours

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General

JLS:clh
enclosure
cc - F. B. Klaboe
Bud Shirley
C. T. Keasey
D. N. Harwell
J. E. Chidsey

RECEIVED
COUNTY & CITY SECTION
FEB 9 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

PUC Docket No. SXF_____

PUC Crossing No. CE-648.00

DOT-AAR Crossing No. 756 674 J

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed grade crossing signalization project.

Formal Title:

In the matter of the application of State of Oregon, by and through its
(name of applicant)

Department of Transportation, Highway Division

for the authority, pursuant to ORS 763.030, to alter a grade crossing

of N. Street (Olympic Street)
(name of street or highway)

and the tracks and right-of-way of Southern Pacific Transportation Co.,
(name of railroad company)

Marcola Branch, in Springfield
(name of branch or main line or other trackage) (in/near/at) (city, town

, Lane County, Oregon....
or nearest station) (name of county)

by installing or modifying signal devices.

RECEIVED
COUNTY & CITY SECTION
FEB 9 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Form AS-1/75
Title Page

Check one of the following:

Allocation of funds from one of the following sources is requested or expected--

State grade crossing protection fund
Estimate of dollar cost to fund: $_____

Federal-Aid Highway System Funds.*

Federal Aid Urban - Secondary

Other Federal Funds, such as "Safer Roads Demonstration Program" funds.*

_____

None of above.

*If Federal Fund assistance is expected, please give appropriate federal statutory provision.

FORM SELECTION

Please answer each of the following questions:

1. Does the contemplated project involve construction of a new or relocated crossing? No (yes/no)

   If yes, please use form AX-1/75 instead of this form.

2. Does the contemplated project involve any physical alteration of the crossing beyond normal maintenance or surface renewal (such as realignment of approaches, widening of the roadway, change in approach gradients, etc.)?

   No (yes/no)

   If yes, please use form AX-1/75 instead of this form.

3. Does the contemplated project involve more than the addition or deletion of stop sign protection at the crossing?

   Yes (yes/no)

   If no, simplified form SS-1/75 may be used instead of this form.

1. Name of Applicant: Oregon Department of Transportation, Highway Division

   Address: Highway Building, Salem, OR 97310

2. Location of the proposed project:

   Railroad milepost 648.00

   City Springfield

   Nearest railroad station ---

   County Lane

3. Name of public highway involved in this project:

   N Street (Olympic Street extended)

   Name of public authority with jurisdiction over this highway:

   City of Springfield

4. Name of railroad involved in this project: Southern Pacific Transportation Co., Marcola Branch
   (include name of branch, main line or other track)

5. List the proper parties of interest in this matter:

   a. Southern Pacific Transportation Co.

   b. Oregon Department of Transportation, Highway Division

   c. City of Springfield

   d. Lane County

   e.

   f.

   Have you served each of these parties with a copy of this application?

   No
   (yes/no)

   If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

6. Describe the project, including a listing of the devices to be removed, those to be installed and their proposed location.

Install flashing lights and drop-arm gates at the crossing of Olympic St. and the tracks of the Marcola Branch of the Southern Pacific Transportation Co. These railroad protective devices to be interconnected with traffic signals to be installed at the intersection of N Street and 28th Street, adjacent to the crossing.

7. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes (yes/no)

If yes, why? To more adequately protect the motoring public by giving warning to the impending approach of a train at the grade crossing.

8. Is it possible or practical to construct a separated crossing at this location? No (yes/no)

If no, why not? Lack of horizontal clearance; lack of funds.

9. Physical description of the crossing:

a. The Highway

(1) Width--- The highway is 27 feet wide at the crossing and and consists of (from N / N or E to S / S or W):

A shoulder (or parking area) of 2 feet

2 lane(s) of travel of 11-1/2 feet (each)

A center median of -- feet

-- lane(s) of travel of -- feet (each)

A shoulder (or parking area) of 2 feet

Explanation, if necessary _____

(2) Surface---

	At present:	After Completion:
Type of surface on traveled way:		
on approaches	Asphalt	Asphalt
at crossing	Asphalt	Asphalt
Type of surface on shoulders:	Gravel	Gravel
Condition of surface:		
on approaches	Good	Good
at crossing	Good	Good
Is the highway curbed on the approaches?	No	No

Note: No portion of any cost attributable to upgrading the surface of the road at the crossing, including cost of rail renewal, compromise joints, etc. may be allocated to the State Grade Crossing Protection Account.

(3) Nearest public roadway intersection on each approach---

(a) E approach: 720 ft; ADT _____

(b) W (N/S/E/W) approach: 90 ft; ADT 1955

Name of road or highway:

(a) Industrial Avenue

(b) 28th Street (Emery Street)

Public authority with jurisdiction over road or highway:

(a) City of Springfield

(b) City of Springfield

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties of interest in this matter--see item 5 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) No (yes/no); (b) Yes (yes/no).

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project and if costs of same are to be partially borne by the railroad and/or the state grade crossing protection account, they should also be listed under item 12 herein.)

Intersection of 28th St. and N Street to be signalized. Signals to be interconnected with RR grade crossing protection devices. Interconnected part-time restriction signs to be installed as follows: "NO LEFT TURN" for south bound traffic on 28th St.; "NO RIGHT TURN" for northbound traffic on 28th St.

(4) Describe how the crossing is now protected. (For example: 2 crossbucks, 2 stop signs, 2 advance warning signs.) Also, please indicate which, if any, of the existing items of protection will remain in place after completion of this project:

Two crossbucks; one advance warning sign

b. The Railroad

(1) Tracks---

(a) Number of tracks at crossing: 1

(b) Name of each track from E (N or E) to W (S or W):

Mainline

(2) Angle of intersection--- 90 o

If more than one track-highway angle exists, please give details below, track by track:

(3) Nearest switch---

		At present:	After completion:
N (N/S/E/W)	of crossing:	unknown ft	unknown ft
S	of crossing:	1500 ft	1500 ft

10. Use of the crossing:

a. The Highway

(1) Average daily traffic volume---

At present: 4350; After completion: 4400;

Expected 5 years after completion: 5600.

(2) Speed of vehicles---

	At present:	Expected after completion:
300 ft from crossing on E (N or E) approach:	25 mph	25 mph
on W (S or W) approach:	25 mph	25 mph
At crossing:	25 mph	25 mph
Posted speed limit on approaches:	Not Posted mph	Not Posted mph

(3) Direction of traffic flow: E-W (N & S, etc.)

b. The Railroad

(1) Train movements--- (avg per day)

	At present:	Expected after completion:
Freight trains:	1	1
Switching movements:	9	9
Passenger trains:	0	0

(2) Speed of trains---

Maximum allowable:	20 mph	20 mph
Typical:	15 mph	15 mph
Slowest normal:	10 mph	10 mph

Note: If the speed of trains over this crossing is to be increased from a speed limit previously ordered by the Commissioner at this crossing, include as part of this application, a petition to increase speed pursuant to ORS 763.035.

11. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains---

(1) From a "stop" position (approx. 18 feet from edge of nearest rail on the . . .		The motor vehicle operator can see along the railroad . . .
E (N or E) approach:		3000 ft to right; 1250 ft to left
W (S or W) approach:		2500 ft to right; 3000 ft to left
(2) From a "safe stopping distance" (see table below) on the . . .		The motor vehicle operator can see along the railroad . . .
E (N or E) approach:		170 ft to right; 55 ft to left
W (S or W) approach:		115 ft to right; 190 ft to left

If these sight distances will be changed on completion of the project, please explain below:

_____

_____

_____

_____

Note: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 feet	35 mph	210 feet
15 mph	69 feet	40 mph	256 feet
20 mph	98 feet	45 mph	306 feet
25 mph	131 feet	50 mph	360 feet
30 mph	169 feet	55 mph	418 feet

b. Of the proposed protective devices---

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing? No (yes/no)

If yes, please explain by what and at what points it will be obstructed:

(2) If roadside mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? No (yes/no)

If yes, explain how you propose to overcome this problem:

E. approach - No area to park in which will obscure signals.

W. approach - Due to alignment, parked vehicles cannot block drivers vision of signals.

If no, why not?

12. List the number and types of protective devices to be installed at the crossing and on its approaches:

Note: TYPES OF DEVICES

Commissioner's Standard No. 1R, reflectorized crossbucks
Commissioner's Standard No. 1S, vehicle "STOP" signs
Commissioner's Standard No. 2, flashing light signals with gongs
Commissioner's Standard No. 2B, cantilevered flashing lights w/gongs
Commissioner's Standard No. 4, automatic gate signals*
Commissioner's Standard No. 5, traffic signals
Traffic signals at adjacent intersection**
Track circuitry to interconnect with traffic signals
Part-time turn restriction signs**
Standard advance warning signs
Standard advance warning pavement markers
Standard "STOP AHEAD" signs
Standard railroad "STOP" signs

* To be used in conjunction with Standard No. 2 or No. 2B flashing light signals. Please indicate which it will be.

** Please furnish description of traffic signal operation, including standard phasing and phasing upon train activation.

a. Protection type: #2 flashing lights w/gongs & #4 automatic gate signals

Number of such devices: 2 ; To be located as follows: on each side of crossing.

(1) Who will perform the installation? Southern Pacific Transportation Co.

(2) Estimated cost of installation: $_____ ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon D.O.T., Highway Division - Federal funds	78%
Oregon D.O.T., Highway Division - State funds Grade Crossing Protection Account	2.75 16.5
City of Springfield	2.75

*** Include cost of furnishing the protective device(s).

(4) Who will maintain these devices? Southern Pacific Transportation Co.

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Southern Pacific Transportation Company	100

b. Protection type: Advance warning signs and pavement markings

Number of such devices: 1 ; To be located as follows: on East approach to X'ing. (Advance warning sign in place at present)

(1) Who will perform the installation? City of Springfield

(2) Estimated cost of installation: $ 100 ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
City of Springfield	100

(4) Who will maintain these devices? City of Springfield

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
City of Springfield	100

c. Protection type: Traffic Signals

Number of such devices: 1 set; To be located as follows: at the intersection of N. Street and 28th Street. - to be interconnected to RR X'ing Signals. Includes necessary part-time restriction signs.

*** Include cost of furnishing the protective device(s).

(1) Who will perform the installation? Oregon D.O.T., Highway Division

(2) Estimated cost of installation: $120,000 ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon D.O.T., Highway Division (Federal funds)	78
Oregon D.O.T., Highway Division (State funds)	11
City of Springfield	11

(4) Who will maintain these devices? City of Springfield

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
City of Springfield	100

13. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Co.

b. Remainder of crossing area: City of Springfield

*** Include cost of furnishing the protective device(s).

14. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Co.

b. Remainder of crossing area: City of Springfield

15. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track at the crossing should be covered in the answer.
Example: Main track--predictor units; Spur tracks--island circuits.)

Main Tracks - GCP units both directions

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arm? No

If so, describe the obstacles, identify the owner and make the owner a party of interest in this matter.

16. List all crossings located within one-half mile of the proposed or to be altered crossing and show how they are protected: CE-648.40- 2 crossbucks

17. Upon completion of this project, will it be possible to close any existing crossings in the area? No (yes/no)

If yes, please identify the crossing(s) to be closed in connection with this project: _____

(The public authority with jurisdiction over the road at the crossing to be closed should be made a party of interest in the proceeding, if not one already. If it is likely that any party of interest in the closure will object, or that the matter will be decided at a public hearing before the Commissioner, an application for closure should be submitted on Form AX-1/75 by completing Sections I, IV, V, and the applicable portions of numbers 11, 12 and 13.)

If no, explain why not: Crossings necessary for existing traffic.

18. Other items:

RR Signal masts to be protected by guardrail. OSHD Urban design on west approach and Rural design on east approach. Guardrail to be installed by Oregon D.O.T., Highway Division and maintained by City of Springfield with Highway Division paying 89% of installation cost and City of Springfield paying 11% of installation, and 100% of maintenance costs.

19. Are the maps and drawings required by the Division IV Commissioner's Rules and Regulations attached to this application? Yes - Dwg. TED 2919, 2920

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES OF INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND ONE COPY FOR OUR USE.

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 4th day of February, 1976.

E S Hunter
(Applicant)

James L. Sales
(Attorney)

I, E. S. Hunter, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

E S Hunter

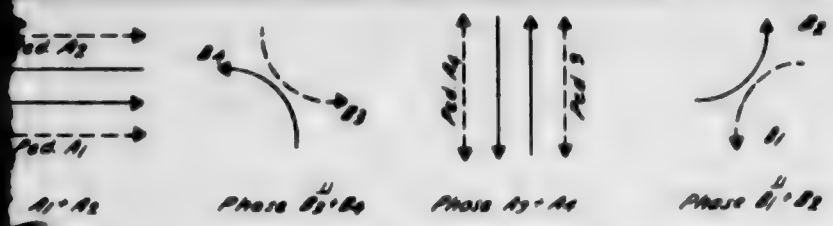
STATE OF OREGON)
County of) ss.

Subscribed and sworn to before me this 4th day of February, 1976.

James L. Sales
(Notary Public for Oregon)

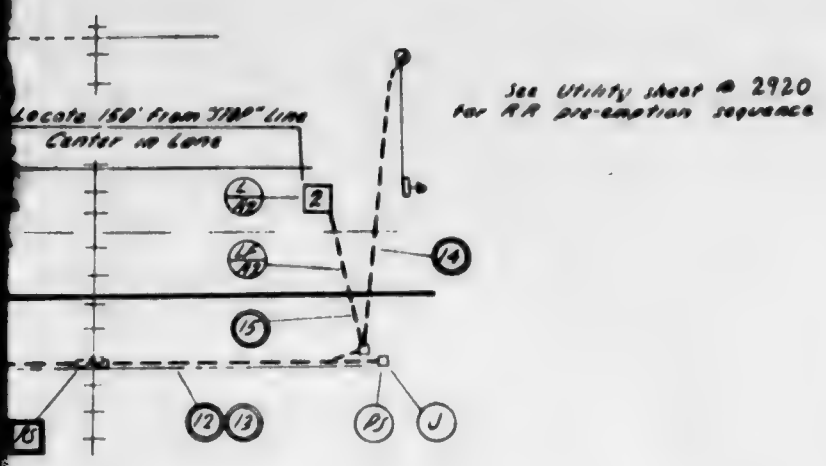
My Commission Expires: 4-18-76

Form AS-1/75
Signature Page



Phase B1 & B3 for future use (See Special Provisions)

NORMAL PHASE SEQUENCE
(Fully Actuated)



See Utility sheet # 2920 for RR pre-emption sequence

CONDUIT & WIRING SCHEDULE

Conduit Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Conduit Size	1½"	1½"	2"	1½"	1½"	2"	1½"	1½"	1½"	2"	1½"	1"	1"	1"	¾"
V-A1									3	3					
V-A2		3	3			3				3					
V-A3								3		3					
V-A4					3	3				3					
V-B1 ⊔		3	3			3				3					
V-B2									3	3					
V-B3 ⊔					3	3				3					
V-B4								3		3					
W-A1					1	1			2	1					
W-A2		1	1			1		1		2					
DW-A1					1	1			2	1					
DW-A2		1	1			1		1		2					
W-A3								1	2	1					
W-A4		1	1		2	1				1					
DW-A3								1	2	1					
DW-A4		1	1		2	1				1					
Signal Common (A)		1	1		2	1		1	2	2					
PB Common		1	1		2	1		1	2	2					
PB-A1					1	1			2	1					
PB-A2		1	1			1		1		2					
PB-A3								1	2	1					
PB-A4		1	1		2	1				1					
PB-VA1				2		2				2					
PB-VA2							2	2		2					
PB-VA3											2				
PB-VA4	2		2			2				2					
LF-A2 (F)													1		1
Signs (B) ⊔		2	2		4	2		2	4	4					
PTR Signs (B)					2	2		2		6			2	2	
Street Lights (C)		2	2		4	2		2	4	4					
Pre-emption (D)								1	1	2					
Power (E)												2			

(A) No 6 THWN Wire (B) No 12 TW Wire
(C) No 10 TW Wire (D) No 20 Shielded Pair Cable
(E) No 6 TW Wire (F) No 14 Shielded Pair Cable

All other wire is No 14 THWN
⊔ Extend existing 8" Conduit
(See TED Drwg No 2920 for existing Conduit)

DETECTOR CONTROL & WIRING PLAN

SCALE 0 20 40 80 FEET

N

LEGEND

- PS — Underground S.U.B. power cable (power source)
- X — Install (x) conduit (See conduit and wiring schedule)
- 1 — Install traffic signal mast arm pole
- 2 — Install joint traffic signal mast arm - street light, pole
- 54 — Install combination meter base-service cabinet with 40 amp breaker (signals) and 30 amp breaker (lighting)
- BK — Install pedestrian pipe standard
- CP — Install 8 phase full actuated controller with type P cabinet (see special provisions)
- J — Install concrete pull box (10½" x 17½" x 12"h) with cast iron bolt down cover with "TRAFFIC SIGNAL" legend
- LP/Ph — Install phase (ph) loop vehicle detector
- LF/Ph — Install phase (ph) loop feeder circuit
- MA/L — Install (L) foot traffic signal mast arm
- MV — Install 400 watt, 21,000 lumen mercury-vapor lamp in type 2 semi-cutoff luminaire unit with built in ballast and photo-electric relay
- PE/2 — Install fire pre-emption phase selector harness for phases A_1 and A_2, and A_3 and A_4, and all necessary logic circuits
- DP/2 — Install two direction (phase A_1 and A_2) fire pre-emption sensor unit
- DP/34 — Install two direction (phase A_3 and A_4) fire pre-emption sensor unit
- OS/LL — Install interior illuminated "LEFT TURN SIGNAL" sign
- PTR/1 — Install P.T.R. "NO RIGHT TURN" sign
- PTR/2 — Install P.T.R. "NO LEFT TURN" sign
- PTR/3 — Install P.T.R. "STOP HERE ON RED LIGHT" sign with single 12" red signal head with backboard
- P/(T) — Install type (T) pedestrian signal
- PB/(Ph) — Install phase (ph) pedestrian push button with instruction sign
- PB/(Ph) — Install phase (ph) vehicle push button with special bike sign
- SL/(L) — Install (L) foot upsweep street light arm
- V/(Ph) — Install phase (ph) vehicle signal
- TC — Install terminal cabinet
- RS — Install 3" conduit sleave under railroad track
- RR — Install 3/4" conduit stub (cap ends) for future railroad interconnect

128	8"R, 8"Y, 12"GLTA	L	Length
459	12"R, 8"Y, 8"G	T	Type shown
X	Conduit run number	SLUB	Springfield Utility Board
Ph	Phase shown	PTR	Part time restriction

APPROVED

10/8/75

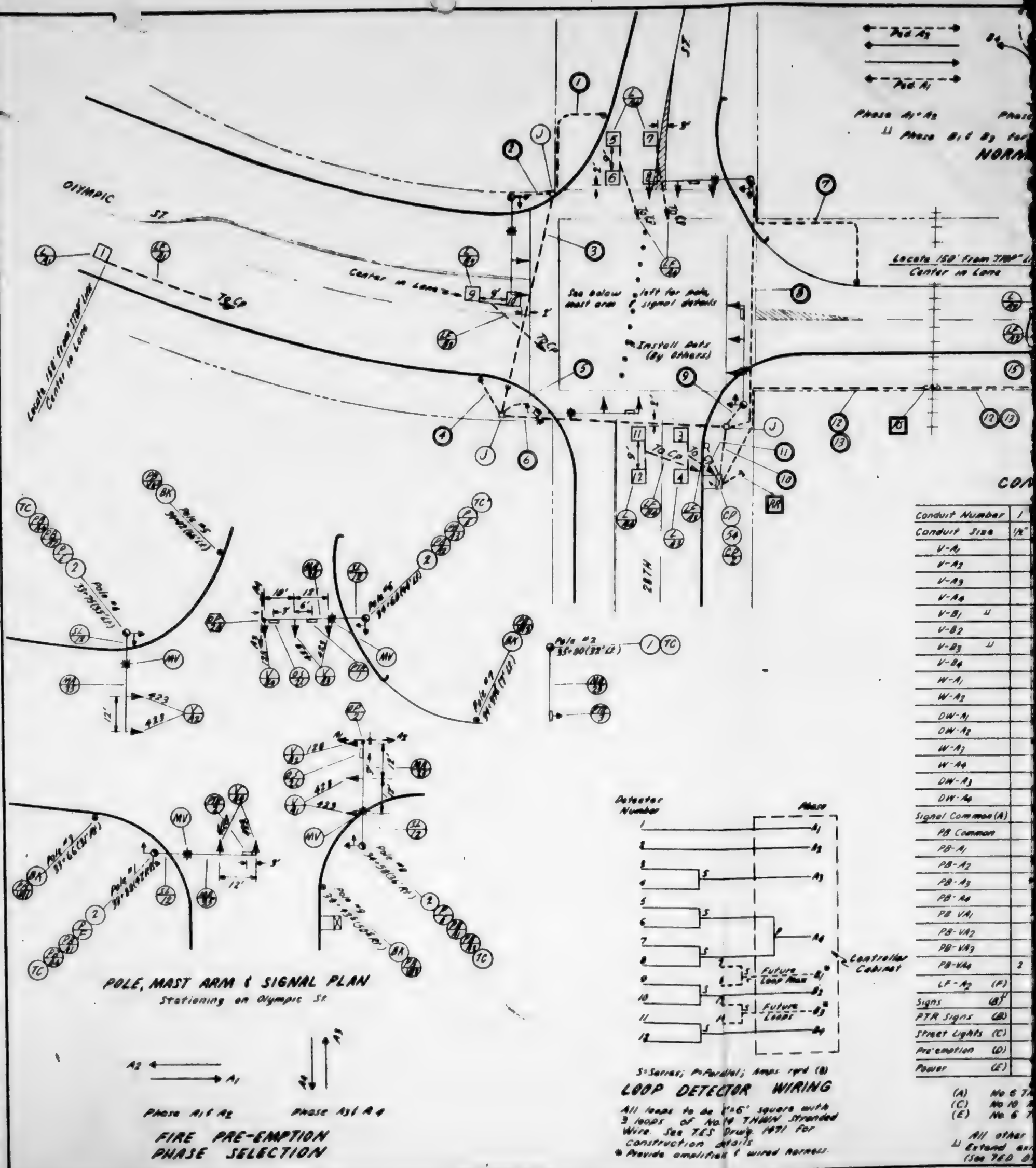
10/9/75

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SPRINGFIELD TRAFFIC SIGNAL PROJECTS
CITY STREETS
LANE COUNTY

DATE Nov., 1975
Accompanied by Drwg No's 1970, 1971, 1972, 1973, 1980, 1981, 1988, 1989, & 2920, 2921, 2923, 2923 & 2924

T&D DRWG NO. 2919



POLE, MAST ARM & SIGNAL PLAN

Stationing on Olympic St

FIRE PRE-EMPTION PHASE SELECTION

LOOP DETECTOR WIRING

All loops to be 6'x6' square with 3 loops of No. 14 THWN Stranded Wire. See TES Drwg. 1471 for construction details

* Provide amplifier & wired harness.

(A) No 6 T...
(C) No 10 ...
(E) No 6 T...

All other ...
Extend aut...
(See TED D...

2920

EXISTING UTILITIES
28TH ST. AT OLYMPIC & "N" STS.

SCALE 0 10 40 80 FEET

N

36

35

34

NWBT Cable

12" A.C. Water

4" Gas

8" Conc. San Sew.

42" Conc.

36" Conc.

18" Conc.

42" Conc.

8" G.V. Water

2" Conduit

2" Conduit

42" Conc

12" Water

NWBT Cable

4" Gas

4" Gas

ST.

'N' STREET

28 th STREET

OREGON STATE HIGHWAY DIVISION

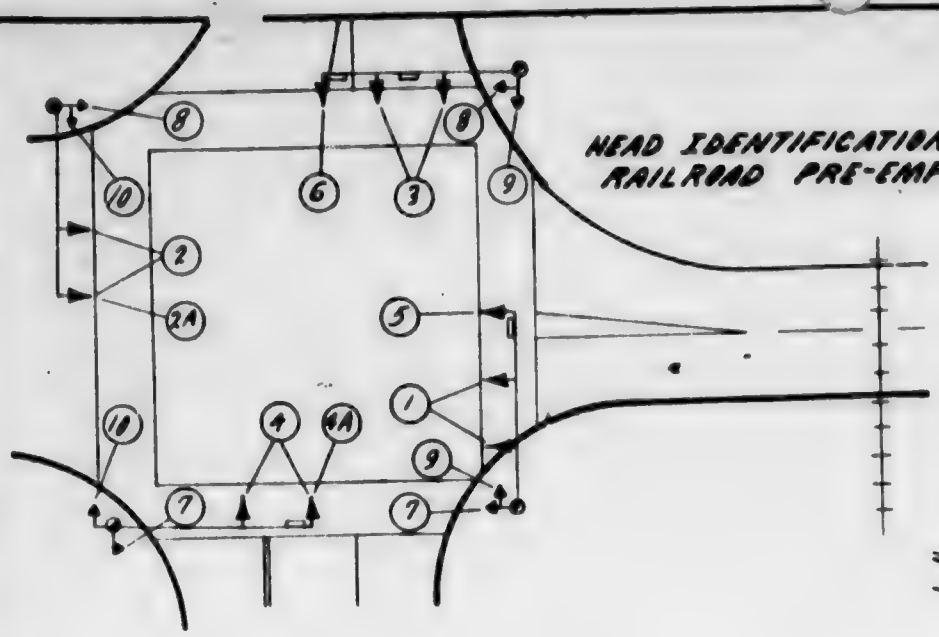
E E Gray
10/8/75

SPRINGFIELD TRAFFIC SIGNAL PROJECTS
CITY STREETS
LANE COUNTY

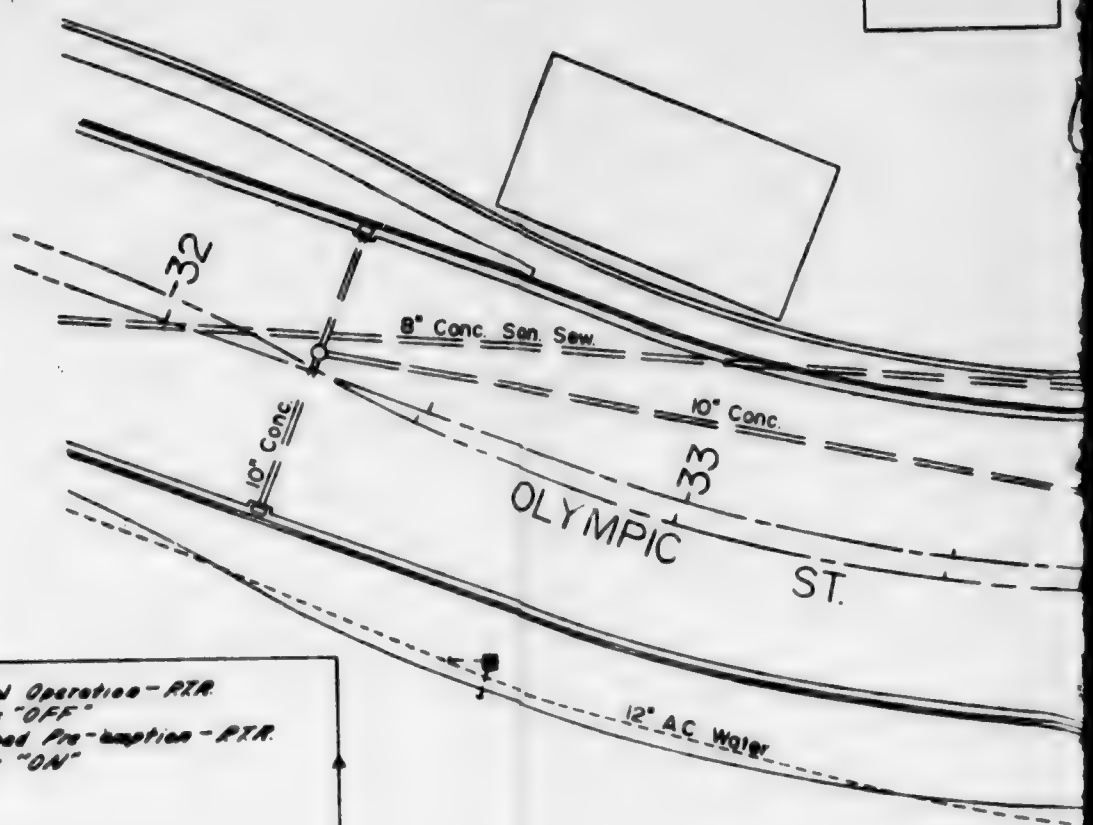
A T Schneider
10/9/75

Nov., 1975

2920



HEAD IDENTIFICATION FOR RAILROAD PRE-EMPTION



NORMAL SEQUENCE OF OPERATION

1/ Future indication only

1	G	G	Y	R	R	R	R	R	R	R
2	G	G	Y	R	R	R	R	R	R	R
2A 1/	R	R	R	R	R	R	R	R	G_{LTA}	Y
3	R	R	R	R	R	G	G	Y	R	R
4	R	R	R	R	R	G	G	Y	R	R
4A 1/	R	R	R	G_{LTA}	Y	R	R	R	R	R
5	R	R	R	R	R	R	R	R	G_{LTA}	Y
6	R	R	R	G_{LTA}	Y	R	R	R	R	R
7	W	F DW	DW	DW	DW	DW	DW	DW	DW	DW
8	W	F DW	DW	DW	DW	DW	DW	DW	DW	DW
9	DW	DW	DW	DW	DW	W	F DW	DW	DW	DW
10	DW	DW	DW	DW	DW	W	F DW	DW	DW	DW

Normal Operation - RTR signs "OFF"
Railroad Pre-emption - RTR signs "ON"

1	Y	R	R
2	FY	FY	Y
2A 1/	FY	FY	Y
3	R	R	R
4	R	R	R
4A 1/	R	R	R
5	R	R	R
6	R	R	R
7	DW	DW	DW
8	DW	DW	DW
9	DW	DW	DW
10	DW	DW	DW

1	R	R	R
2	R	FY	Y
2A 1/	R	FY	Y
3	R	R	R
4	R	R	R
4A 1/	Y	R	R
5	R	R	R
6	Y	R	R
7	DW	DW	DW
8	DW	DW	DW
9	DW	DW	DW
10	DW	DW	DW

1	R	R	R
2	R	FY	Y
2A 1/	R	FY	Y
3	Y	R	R
4	Y	R	R
4A 1/	R	R	R
5	R	R	R
6	R	R	R
7	DW	DW	DW
8	DW	DW	DW
9	DW	DW	DW
10	DW	DW	DW

1	R	R	R
2	R	FY	Y
2A 1/	Y	FY	Y
3	R	R	R
4	R	R	R
4A 1/	R	R	R
5	Y	R	R
6	R	R	R
7	DW	DW	DW
8	DW	DW	DW
9	DW	DW	DW
10	DW	DW	DW

Return to "NORMAL OPERATION"

Return to "NORMAL OPERATION"

$T_p < R_1$

$T_p > R_1$

Answer all calls not in conflict with train movement - R_2 in effect

T_p = Train Passage
R_1 = Adjustable Timer 0"-60"
R_2 = Adjustable Timer 0"-60"

FUTURE
RAILROAD PRE-EMPTION SEQUENCE

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Springfield
346 Main Street
Springfield, OR 97477
Attention of
Mr. James H. Fleck
Director of Public Works

Request No. (assigned by staff engineer or head of section) CC 1543

Date January 20, 1976

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Urban System Project M-000S(2)
Springfield Traffic Signals
City of Springfield

Itemized Statement: CLR-DT FILE M-000S-2 Advance Deposit $18,000

Quantity	Unit	Description	Unit Price	Amount
		Partial Transfer of Advance Deposit for subject project Contract No. 8318		
		Amount to be transferred		$16,000
		To be retained		$ 2,000

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $18,000

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
320-1073-299

Submitted by:
Gary E. Zehner, Urban Program Engineer

RECEIVED
COUNTY & CITY SECTION
JAN 20 1976

Approved:
Regional Engineer

☐ ENGR. ☐ COOR. ☑ DE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

Approved:
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

Rulien
Springfield
PRO 6
FAHS

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. James H. Fleck
Director of Public Works
City of Springfield
346 Main Street
Springfield, OR 97477

December 18, 1975

Dear Mr. Fleck:

This will acknowledge receipt of the city of Springfield's check No. 3061 dated December 15, 1975, in the amount of $18,000.00 for the required matching funds for federal-aid urban system project No. M-000S(2).

The contract was awarded Tuesday, December 16, 1975, after the check was delivered to our Eugene office.

By a copy of this letter, it is being forwarded to Mr. V. E. Skoog, Controller, for routine handling.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien
V. E. Skoog
John Scofield
William Anhorn

RECEIVED
COUNTY & CITY SECTION
DEC 23 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

DEC 23 1975

DATE: 12/15/75
REQ. #: 20064

CITY OF SPRINGFIELD

FINANCE DEPARTMENT
FOURTH & NORTH "A" STREETS
SPRINGFIELD, OREGON 97477

PLEASE SUBMIT INVOICES IN DUPLICATE.
MAIL ALL INVOICES AND CORRESPONDENCE TO THE ABOVE ADDRESS.

PURCHASE ORDER

THIS P.O.# MUST APPEAR ON ALL INVOICES, PACKING SLIPS, CARTONS AND BILLS OF LADING.

No. 66110

VENDOR

OREGON STATE HIGHWAY DIVISION

SHIP PREPAID TO:

Dept. of Public Works

ACCOUNT NUMBER	QUANTITY	DESCRIPTION	UNIT PRICE	AMOUNT
00070087351333		City share of Springfield Traffic Signal Urban System Project M-000S(2); 28th & Olympic; 18th & Centennial; 19th & "Q" St.		$18,000.00

REC'D BY:	DATE	PARTIAL	COMPLETE
REC'D VIA:	DATE	VISUAL DAMAGE	
		YES	NO

P. K. Cochrane JC
PURCHASING AGENT

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON

GENERAL ACCOUNT

96-434
1232

DATE	CHECK NO.
12/15/75	3061

DESCRIPTION	ACCOUNT
City share of Springfield Traffic Signal Urban System Project M-000S(2); 28th & Olympic; 18th & Centennial; 19th & "Q" St.	0007008

PAY AMOUNT $18,000.00

TO THE ORDER OF OREGON STATE HIGHWAY DIVISION

Vance L. Fullmer

George P. Sinton

SPRINGFIELD BRANCH
CITIZENS BANK OF OREGON
SPRINGFIELD, OREGON

⑈04205⑈ ⑆1232⑈0434⑆ 02 760 215⑈

OF SPRINGFIELD
SPRINGFIELD, OREGON
NERAL ACCOUNT

96-434
1232

DATE	CHECK NO.
12 15 75	3061

AMOUNT
PAY $18,000.00

OREGON STATE HIGHWAY DIVISION

Vance L. Fullmer

George P. Simson

ANCH
OREGON
EGON

⑈2⑈0434⑆ 02 760 2⑆5⑈

DESCRIPTION	ACCOUNT NUMBER	INVOICE AMO
City share of Springfield Traffic Signal Urban System Project M-000S(2); 28th & Olympic; 18th & Centennial; 19th & "Q" St.	00070087351333	$18,000.0(

November 21, 1975

Mr. James H. Fleck
Director of Public Works
City of Springfield
346 Main Street
Springfield, OR 97477

Dear Mr. Fleck:

The Highway Division opened bids November 20, 1975, on the Springfield Traffic Signal Urban System project M-000S(2). Six bids were received and the low bid was submitted by Hamilton Electric, Inc. of Eugene.

The anticipated construction cost based on the low bid is as follows:

Contractor's Bid		$ 89,251.50
Anticipated Additional Items		54,750.00
Contingencies (4-1/2%)		$144,001.50
Engineering (9%)		6,480.07
	Total	12,960.13
City Advance Deposit 11% of $163,441.70		$163,441.70 $ 18,000.00

Please make your check in the amount of $18,000 payable to the Oregon State Highway Division and forward it to the Region 3 Engineer, 1523 S.E. Cobb Street, P.O. Box 1128, Roseburg 97470.

Very truly yours,

for GEZ

Richard Unrein
Urban Engineer
County-City Unit

GEZ:dp

Encl.

bc: L. W. Rullen
Region3(Attach one copy of notification of advance deposit to City's check and forward to Finance)

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RIE ☐

of Quantities and Cost

Basis of Payment:
☐ Monthly payments
☒ Single payment or
Other basis as fol

engineering and contra
tion of all necessary
t the following inter
at 18th Street and Moh

(Official Capacity)

Date

Department
Jer Service
sh Materials)

Form F-189—3M—12-64

F.A.U.S. Springfield

Oregon State Highway Department

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

City of Springfield
Department of Public Works
346 Main Street
Springfield, OR 97477
By: Mr. Larry Rose

Traffic Coordinator (Official Capacity)

Order No. 3-85

Date November 13, 1975

Prefix and account number to which work is to be charged 7851-900

Description and Location of Work To Be Performed or Materials To Be Furnished:

Provide preliminary engineering and contracting service to the City of Springfield to assist them in the preparation of all necessary work and costs involved in the installation of traffic signals at the following intersections: Olympic Boulevard at 28th Street, Centennial Boulevarl at 18th Street and Mohawk Road at 19th Street and "Q" Street.

Estimate of Quantities and Cost

Final Design	$ 500
Location Studies	500
Traffic	1,000
Specifications	500
TOTAL	$2,500

Basis of Payment:

- ☐ Monthly payments
- ☒ Single payment on completion of work
- ☐ Other basis as follows:

Amount of advance deposit (if any) $ 2,500

Deposit received by Secretary on .....

Authority from Requisitionist:

- ☒ Agreement dated June 11, 1975
- ☐ Letter to ....., date .....
- ☐ Oral request to ....., date .....

Department Authority:

- ☐ Order of Highway Commission
- ☐ Order of State Highway Engineer
- ☒ Head of department issuing order

Field information submitted by ..... in letter dated .....

Expected date of completion of work or delivery of materials .....

Superintendent or engineer responsible for performance of work and submission of information for billing ALFRED SHIRLEY, JR., Regional Engineer

Record of billing requests:

Number			
Date			
Amount			

Order prepared by ..... Department

Signed J. E. Christopherson
J. E. Christopherson
Reg. Office Engr.

Instructions: Department head or staff engineer approving order will send original copy to Office Engineer and will retain duplicate copy. He will also send copies to interested division engineer, resident engineer and/or maintenance superintendent.

SP•F190

RECEIVED
COUNTY & CITY SECTION
NOV 17 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☑ OPE ☑ CE ☐ RE ☐ RPE ☐

8318

PRO 6-2

October 21, 1975

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-000S(2)

We are submitting program data for one project, Item No. 51, Project No. M-000S(2), "Springfield Traffic Signal Project", which we desire to have included in the Federal-aid Urban System Program.

The project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

It is our present intention to receive bids for this project on November 20, 1975.

We request the following:

(1) Concurrence that the project qualifies for the time-saving procedures enumerated in FHPM 6-8-2.1.

(2) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e, based on the "Statewide Environmental Assessment for Highway Safety Improvement Projects" concurred in by FHWA Division Office on February 25, 1975.

JG:md

Enclosure

cc: Alfred Shirley, Jr. (Region 3)

Budget Bureau No. 41-R2057; Appro

U.S. DEPA
BUR

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

October 21, 1975

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER: 1 (19)(20) — PROJECT LOCATION (35 typewriter spaces): City of Springfield (21)(55)

ADT — PRESENT: See Back — FUTURE: See Back (66) — YEAR: 95 (70)(71)(72)

REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Traffic & RR signals (26)(82) — NATL. FOREST (63)(65) — FH ROUTE NO. (66)(69) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71) — EMERG. YR. (72)(73) — PL. AUTH YR (74)(75)

PROJECT NUMBER — PREFIX LETTER(S): M- (14)(23) — NUMBER: 0005 (7)

CARD 4 — CLASS OF FEDERAL FUNDS: Urban System — NAME OF URBAN AREA: Eugene (17-31)

COUNTY NAME: Lane — CODE: 039 (114)(116)

ROUTE NO. U — FEDERAL-AID: See Back (32) — STATE: City St. (30)(37) — U.S.: ---- (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1&2)	(16)	41	42	43 46	53	City of Springfield	(54)(58)	(59)(66)	(67)(76)		
5					PE							
5					ROW							
5					CONST (CODE) (Safety) Topics Y031 Y018		"Springfield Traffic Signal Project"	0.0	189,500	148,100	15,250	8,170 (PUC) 17,980 (City)
								0.0	189,500	148,100	15,250	26,150

(18) (28)(34) (39)

CARD 1 — CODE 1 — PREPARED BY: J.G. — PROJECT TOTALS

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

October 21, 1975

PROJECT LOCATION (65 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City of Springfield	ADT	See Back	See Back	95	10	Oregon	41	W32	51

USED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
signals								M-	000S	(2)		

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Urban System	Lane	039	1 OR * X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	See Back	City St.	----

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		City of Springfield						Install traffic signals at 3 intersections & RR Xing cantilever flashing light signals with gongs & auto. short arm gates (incl. prep. work) at one Xing.
ROW								
CONST (CODE) (Safety) Topics Y031 Y018		"Springfield Traffic Signal Project"	0.0	189,500	148,100	15,250	8,170 (PUC) 17,980 (City)	ROW-60' min.; Access control-partial; Parking restrictions-none. Utility adj. required incl. prep. work
		PROJECT TOTALS	0.0	189,500	148,100	15,250	26,150	

BY J.G.

APPROVAL DATES

REMARKS

-Over-

USCOMM DUSCOMM-DC 48808-P61

SPRINGFIELD TRAFFIC SIGNAL PROJECT

PROJECT NO. M-000S(2)

ADT:

	Location	Present		Future
1.	Olympic Blvd. (FAU 1240) at 28th St.	4,300	*	8,500
2.	Centennial Blvd. (FAU 1140) at 18th St.	5,500	*	9,700
3.	Mohawk Rd. (FAU 1215) at 19th and "Q" St.	13,000	*	20,300
4.	SPRR Xing of "N" St.	2,100		3,100

* ADT count is traffic entering intersection.

Existing Facilities: Each intersection as follows:

1. Olympic Blvd. at 28th St.: No traffic control signal
   Olympic----West: 57' curb section, 5 lane facility.
   (Also "N" St.)----East: 24' section, 2 lane facility.
   28th St.----North: 25' section, 2 lane facility.
   South: 44' curb section, 3 lane facility.

2. Centennial Blvd. at 18th St: No traffic control signal
   Centennial: 40' curb section, 3 lane facility.
   18th: 36' curb section, 3 lane facility.

3. Mohawk Rd. at 19th & "Q" St: 3-phase traffic control signal with interconnect to existing master controller system.
   Mohawk: 60' curb section, 5 lane facility.
   19th: 20' section, 2 lane facility.
   "Q" : 36' section, 3 lane facility.
   * Marcola: 18' section, 4 lane facility.
   * Extension of "Q" St. on east side of intersection.

4. SPRR Xing at "N" St.:
   "N" : 24' section, 2 lane facility.
   SPRR: See "Railroad Crossing Data" below.

Project Data: The proposed work is as follows:

1. Installation of multi-phase traffic control signals
   intersections previously listed under "Existing Faci

2. Installation of cantilever flashing lights with gon
   automatic short arm gates (including preparatory wo
   to be done by Railroad Company forces with required
   State forces.

Railroad Crossing Data: PUC Crossing No. CE-648.00

Name of Railroad----------Southern Pacific Trans
Number of Tracks----------One
Number of Trains----------Ten (6 thru-4 switch)
Number of Hi-speed Trains----------None
Existing Crossing Protection-------Crossbucks
Proposed Cossing Protection--------Cantilever flashing l
and auto. short arm g
Railroad Benefits----------None

Right-of-Way: No additional required.

System Action, Airports, Water Development, Historical a
Area: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghou
Clearinghouse A-95 review under working agreements.

Urban Transportation Planning (PPM 50-9): Not applicabl
will not result in an alteration of land use or tr
terns that would require a significant change in p
or underway.

FHPM 7-7-2 Requirements: Nonmajor action project concur
on February 25, 1975.

SPRINGFIELD TRAFFIC SIGNAL PROJECT

PROJECT NO. M-000S(2)

	Present		Future
(FAU 1240) at 28th St.	4,300	*	8,500
vd. (FAU 1140) at 18th St.	5,500	*	9,700
AU 1215) at 19th and "Q" St.	13,000	*	20,300
"N" St.	2,100		3,100

s traffic entering intersection.

es: Each intersection as follows:

at 28th St.: No traffic control signal
est: 57' curb section, 5 lane facility.
.)----East: 24' section, 2 lane facility.
North: 25' section, 2 lane facility.
South: 44' curb section, 3 lane facility.

lvd. at 18th St: No traffic control signal
40' curb section, 3 lane facility.
urb section, 3 lane facility.

t 19th & "Q" St: 3-phase traffic control signal with inter-
xisting master controller system.
curb section, 5 lane facility.
ection, 2 lane facility.
ection, 3 lane facility.
48' section, 4 lane facility.
of "Q" St. on east side of intersection.

"N" St.:
ection, 2 lane facility.
Railroad Crossing Data" below.

Project Data: The proposed work is as follows:

1. Installation of multi-phase traffic control signals at the three intersections previously listed under "Existing Facilities".

2. Installation of cantilever flashing lights with gong signals and automatic short arm gates (including preparatory work). All work to be done by Railroad Company forces with required review by State forces.

Railroad Crossing Data: PUC Crossing No. CE-648.00

Name of Railroad----------Southern Pacific Transportation Co.
Number of Tracks----------One
Number of Trains----------Ten (6 thru-4 switch) per day
Number of Hi-speed Trains----------None
Existing Crossing Protection-------Crossbucks
Proposed Cossing Protection--------Cantilever flashing lights with gongs and auto. short arm gates.
Railroad Benefits----------None

Right-of-Way: No additional required.

System Action, Airports, Water Development, Historical and Recreation Area: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 5 Clearinghouse A-95 review under working agreements.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2.1.

Maintenance of Traffic Operations Improvements: A State-City agreement covering maintenance obligations will be prepared to comply with Section 116, Title 23, U.S.C.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-City agreement is being prepared to comply with par. 6d(1) of PPM 30-4.1.

Note: The project is in Congressional District No. 4.

Rulien Fans

OREGON STATE HIGHWAY DIVISION

PRO 6

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

James H. Fleck
Director of Public Works
City of Springfield
346 Main Street
Springfield, OR 97477

October 8, 1975

Dear Mr. Fleck:

The FAUS project for four traffic signals at various locations in Springfield has reached the stage requiring an advance deposit for the preliminary engineering which will be accomplished by State Forces.

Please forward a check for $2,500 to cover this anticipated cost.

An Order to Render Service will be completed upon receipt of the advance deposit. A prefix will then be set up by accounting and later when all charges have been received, a final billing will be processed.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dd

cc: L.W. Rulien
L.E. George
William Anhorn

RECEIVED
COUNTY & CITY SECTION
OCT 13 1975
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

OCT 10 1975

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TE HIGHWA
Highway Bu
regon 9731

OREGON STATE HIGHWAY DIVISION
203 State Highway Building
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. M-000S ( )

Project Name Springfield Traffic Signals

(4) Various City Streets

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to federal aid project have been secured.

2. We hereby certify that:

   ☒ Additional right-of-way will not be required for this project.

   ☒ There has been no displacement of persons from residences, farms, or businesses; or

   ☐ All incidental charges related to the transfer of property have been paid by city in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

   ☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Springfield, Oregon,

this 29th day of September, 1975.

10-9-75

COPIES TO: J. R. OAKES
D. E. SWAN
C. T. KEASEY
J. CHIDSEY

CITY OF Springfield

By Vana L. Ingman
Mayor

By Joyce P. Ivers
City Recorder

RECEIVED
COUNTY & CITY SECTION
OCT 6 - 1975
☐ ENGR. ☐ CoOR. ☐ UE ☐ AE ☐ UE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

Right-of-way File No. _____

Tra. 7-6-1
Springfield

City of Springfield
City Hall
Springfield, OR 97477

June 11, 1975

Attention: George P. Vinson
City Recorder

MISC. CONTRACTS AND AGREEMENTS No. 5328

Gentlemen:

Attached for your records is a fully executed copy of an Agreement covering traffic signals (4) on various city streets, FAUS 1240, 1140 and 1215, in Lane County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

Att.
hb
bc Don Harwell (agree. att.)

Rulien

Signals

PRO 6

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. Larry Rose
Traffic Coordinator
City of Springfield
346 Main Street
Springfield, OR 97477

April 9, 1975

Dear Mr. Rose:

This will acknowledge your letter of April 7, 1975, transmitting your environmental assessments concerning the two FAU projects in Springfield.

Mr. Eb Engelmann, Regional Environmentalist, has reviewed them and advises that there is some additional information which must be added to the assessments. He will be contacting you to review the projects in the field and to obtain some additional input that you can supply.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien
Eb Engelmann

Urban

APR 11 1975 FAUS

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON 97477

DEPARTMENT OF
PUBLIC WORKS

April 7, 1975

346 MAIN STREET
747-4221

Mr. Glen L. Clark
Regional Federal-Aid Engineer
P. O. Box 1128
Roseburg, OR 97470

Dear Mr. Clark:

Transmitted herewith are Environmental Statements for the following projects:

Signalized Intersections

Mohawk Blvd.-19th Street-'Q' Street
Olympic and 21st Streets
Olympic and 28th Streets
Centennial Blvd. and 18th Streets

This document includes a vacinity map and negative declaration.

Centennial Blvd. from Mill Street to 5th Street
Signalization and Widening

This document includes a vacinity map, topographic map, accident data, volume flow charts, corss-sections and an Environmental Assessment.

We have need for assessing air, noise and water pollution levels and the effect this project will have on the surrounding properties, if any. Please advise us of the approximate time and cost of these surveys.

If we can be of any further assistance concerning the environmental requirements, please let us know at your earliest convenience.

Very truly yours,

Larry W. Rose

Larry W. Rose
Traffic Coordinator

LWR:lh
Enclosures as stated

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON 97477

346 MAIN STREET
747-4221

DEPARTMENT OF
PUBLIC WORKS

March 26, 1975

TO

Mr. Glen Clark
Regional Federal Aid Urban Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, OR 97470

FROM

Larry W. Rose
Traffic Coordinator

SUBJECT

Intersections: Mohawk Blvd. - 19th - 'Q' Streets
Olympic and 21st Streets
Olympic and 28th Streets
Centennial Blvd. and 18th Street

This negative declaration precedes our request for location-design approval of the subject Federal Aid Urban projects.

LOCATION AND DESCRIPTION OF PROJECT

The project is located in the City of Springfield, Lane County, Oregon at the subject intersections. The proposed project consists of the installation of multi-phase, fully traffic actuated traffic signals.

PURPOSE OF PROJECT

The purpose of the project is to alleviate major delays and conflicts that now occur or will occur at these intersections particularly during peak periods. Pedestrians and bicycle traffic would also gain crossing protection from this project.

EXISTING ENVIRONMENTAL SETTING

Mohawk Blvd. - 19th - 'Q' Streets

Mohawk (south) and Marcola (east) legs comprise secondary route FAS-228. The Springfield Mall and Mohawk Shopping Centers lie to the south of this intersection. 'Q' Street to the west is a frontage road to I-105. Nineteenth Street is the major collector arterial to the County residential area to the North. Marcola Road is a major system to Marcola Valley which runs east. Average daily traffic at the intersection for 1974 was 14,000 vehicles; projection for 1980 is 20,000 vehicles. (See Attachments 1, 1A, 1B.)

Olympic and 21st Streets

Olympic is an arterial collector running east and west. The Springfield Shopping Center west of 21st Street is commercial with residential areas to the east. Twenty-First Street south of the intersection is a collector street connecting a school and a residential area to the south. Average daily traffic at the intersection for 1975 is 2,800 vehicles; projection for 1980 is 10,560 vehicles. New Commercial Development will add approximately 5,500 vehicles per day to the 1975 volumes.

Olympic and 28th Streets

Olympic is an arterial collector running east and west. The shopping center west of 28th Street is commercial with residential on the east. Twenty-Eighth Street is a north-south collector passing through residential and commercial areas. Average daily traffic at the intersection for 1974 was 5,700 vehicles; projection for 1980 is 11,100 vehicles. New Commercial Development will add 3,000 vehicles per day to the 1974 volumes.

Centennial Blvd. and 18th Street

Centennial is a major arterial collector running east and west linking Eugene and Springfield to the west running through residential and commercial areas. The intersection is an intercommercial area. Centennial to the east is residential. Average daily traffic at the intersection for 1974 was 6,300 vehicles; projection for 1980 is 11,100 vehicles. New Commercial Development will add 2,000 vehicles per day to the 1974 volumes.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The Significant impacts expected from this project are the reduction of delays at Mohawk-19th-'Q' Streets; the reduction of delays at Centennial and 18th Streets and more satisfactory egress patterns from the Mohawk Shopping Center and the Springfield Mall. Olympic and 21st Streets and Olympic and 28th Streets are expected to have significant impact due to the imminent development of the Airport property to the south as a large Commercial Development.

Due to the general increase in commercial activity, these four intersections will be directly affected by the increased traffic volumes. With the new Signal installations, a decrease in angle and turning accidents is anticipated. However, this may be balanced by an increase in rear-end collisions. In general, the severity of injuries resulting from rear-end collisions is less than that resulting from injuries sustained in turning and angle collisions, so a decrease in the safety hazard could be expected from the proposed installation.

Lengthy delays on Mohawk Blvd. will be relieved on Mohawk Blvd. northbound at a cost of minor increase in delays on 'Q' Street. Therefore, air quality should improve slightly. Noise levels are expected to increase. No right of way will be required. Land use in this area will not be affected.

BASIS FOR NEGATIVE DECLARATION

It is the conclusion of the City of Springfield Public Works Department that this proposal does not constitute a "major action" as defined in Policy and Procedures Memorandum 90-1, Appendix F, paragraphs two through four, since no right of way will be required; there will be no change in traffic patterns; there will be no effect on existing or planned land use; and there will be no significant adverse effect on social and natural environments.

Your concurrence is respectfully requested.

Rwlien FAU

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6 - 1

Roseburg, Oregon

March 12, 1975

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: MEMO TO FILE

SUBJECT: City of Springfield's
Typographical Error
28th and Centennial Project
FAU

Mr. Larry Rose telephoned March 11, 1975, and advised that the estimate for the subject project was incorrect due to a typographical error.

The submission was $73,000.00, and should have been $43,000.00.

Mr. Richard Unrein, City-County Section, was notified by telephone March 12, 1975.

GLC/dt

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COUNTY & CITY SECTION
MAR 14 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

MANAGEMENT ... ACTION ... INFO
... MAR 1 1 1975

Tra 7-6-1
Withd.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Transportation
Oregon State ~~Highway~~ Commission

DATE February 19, 1975

ORIGINAL SIGNED BY
E. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Federal Aid Urban System Project Requests

Ten requests for approval of Urban System projects will be presented for your consideration at the February 26 meeting.

(1) The City of Baker is requesting a project to widen a half-mile section of Birch Street in east Baker.

(2) The request from Clackamas County involves the signalization of seven intersections within the Portland urban area.

(3) Urban System funds are being requested by Dallas to complete a TOPICS project on the Kings Valley Highway and Uglow Avenue that was approved by the Commission on August 26, 1974.

(4) A 1.25-mile segment of Royal Avenue in West Eugene will be widened by a request from the City of Eugene.

(5) The City of Newport is requesting funds to widen a 0.7-mile portion of Bay Boulevard adjacent to Yaquina Bay.

(6) Oregon City is requesting improvements to the intersection of Cascade Highway and Beavercreek Road.

(7) Two pedestrian-actuated school crossing signals on S. E. Powell Boulevard will be modernized by the request of the City of Portland.

(more)

(8) & (9) Two requests come from the City of Springfield. One involves widening and signalization of a 0.5-mile section of Centennial Boulevard. The other project provides for traffic signal work at four intersections in northern Springfield.

(10) The City of The Dalles is requesting Urban System funds to complete the Mill Creek Bridge on West Tenth Street that was approved as a TOPICS project by the Commission on October 19, 1971.

Federal Urban System funds for these projects are estimated at $1,283,100 with the State providing approximately $180,950 in match funds and an equal amount being contributed by the involved local units of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System program. I recommend your approval and request authority to sign the project agreements for and on your behalf.

Attachment

bc C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
V. E. Skoog
D. N. Harwell
R. N. Bothman
E. L. Hardt
C. O. Fredrickson
Alfred Shirley, Jr.
C. M. Willialms
W. E. Schwartz
Jack Graham
Gary Sund
RU:scr ms

SUMMARY
Proposed Urban System Projects

Jurisdiction	Section	Total Cost	Federal Funds	State Share
Baker	Campbell Ave.-Auburn Ave. Birch St., FAU 4860	$ 175,000	$ 136,500	$ 19,250
Clackamas County	Clackamas Co. Traffic Signals (7) Various County Roads	290,000	226,200	31,900
Dallas	Orchard Dr.-Washington St. Kings Valley Hwy., FAU 6031 and Washington St.-Clay St. Uglow Ave., FAU 6071	100,000	78,000	11,000
Eugene	Candlelight St.-Louis St. Royal Ave., FAU 1320	335,000	261,300	36,850
Newport	Lee St.-East City Limits Bay Boulevard, FAU 6850	100,000	78,000	11,000
Oregon City	Cascade Hwy. (FAU 0315) at Beavercreek Rd.	~~80,000~~	~~62,400~~	~~8,800~~
Portland	Powell Blvd. (FAU 0640) at S. E. 47th and 69th Avenues	30,000	23,400	3,300
Springfield	Mill St.-5th St. Centennial Blvd., FAU 1140	220,000	171,600	24,200
Springfield	Springfield Traffic Signals (4) Various City Streets	170,000	132,600	18,700
The Dalles	Mill Creek Br. W. Tenth St., FAU 4020	145,000	113,100	15,950
	Total New Projects	$1,645,000	$1,283,100	$180,950

75-b
2/13/75

PRO 6

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Larry Rose
Traffic Coordinator
City of Springfield
346 Main Street
Springfield, OR 97477

February 6, 1975

Dear Mr. Rose:

This will acknowledge your letter of January 30, 1975, submitting the following FAU projects:

1. CENTENNIAL BOULEVARD - MILL TO 5TH STREET
   (Note: Widening of Centennial - Signals at Mill-5th and revision at 2nd-3rd Streets).
   Estimated cost $220,000.

2. MOHAWK - 19TH - "Q" STREET
   (Note: Signal revision)
   Estimated cost $20,000.

3. CENTENNIAL AT 18TH STREET
   (Note: Signalization - illumination and channelization)
   Estimated cost $45,000.

4. OLYMPIC AT 28TH STREET
   (Note: Signalization - illumination and channelization)
   Estimated cost $75,000.

5. OLYMPIC AT 21ST STREET
   (Note: Signalization - illumination)
   Estimated cost $30,000

It will be noted that the two new traffic signals (5th and Mill on Centennial Boulevard) requested as part of the overall project No. 1 have been approved as suitable Title II projects by the Traffic Section and await funding on a priority basis. By a copy of this letter, I am asking Mr. L. E. George, Traffic Engineer, Salem, to retain these two signal installations on the priority list until the overall No. 1 project is approved for FAU funding.

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID	FEB - 7 1975	
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		

REMARKS:

The projects applied for are on the priority list known to have been discussed with all the local jurisdictions at a recent meeting.

By a copy of this letter, these applications are being forwarded to the Project Management Section for further processing.

Enclosed is a copy of an environmental assessment form which must be completed and returned to this office for the Centennial Boulevard widening project (No. 1, aforementioned).

Also, please advise of any services you may wish the Highway Division to accomplish with State forces during the preliminary engineering phase of any of the projects for which you have made applications.

As you know, this office will prepare an Order to Render Service and ask for an advance deposit if there are any aspects which we will be called upon to perform. The preparation of plans, advertizing of the contract, preparation of specifications, environmental studies, such as noise and air sampling, etc., may fall in this category.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt
Enclosure

cc: L. W. Rulien
L. E. George

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 1-28-75

BY (Signature): L. W. Rulien's October 21, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

ITEM NOS. 51 THRU

ITEM NOS. ____ THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS **	OTHER IDENTIFICATION AND/OR REMARKS (State)
51	M-000S(2)	0.0	189,500	148,100	Location: City of Springfield, Lane County, State of Oregon. Work: Traffic and railroad Signals including utility and railroad preparatory work.

1-28-75

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JAN 1975
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☑ UPE ☒ CE ☐ RE ☐ RPE ☐

REMARKS (Division)

I concur that this project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1 and that it is a non major action as set forth in FHPM 7-7-2 paragraph 10e.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
**		10-28-75	C R Burgtorf for G. L. Green, Division Administrator

* Program approval and any authorization to proceed with the project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-81)

Budget Bureau No. 41-R2067; Approval

U.S. DEPART BUREA

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

October 21, 1975

CARD 2	REPORT NUMBER (19)(20): 1	PROJECT LOCATION (45 typewriter spaces) (21): City of Springfield	ADT	PRESENT (66): See Back	FUTURE (70): See Back	YEAR (71)(72): 95	REGION: 10	STATE NAME: Oregon	STA COD 4 (2)					
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (26): Traffic & RR signals		NATL. FOREST (63)(68):	FH ROUTE NO. (66)(68):	SUPV AGCY (69):	DA CLASSIF. (70):	DA AREA (71):	EMERG. YR. (72)(73):	PL. AUTH YR (74)(75):	PROJECT NUMBER PREFIX LETTER(S) (14): M-	NUMBER (23)(7): 000S	SEQ. N (2)		
CARD 4	CLASS OF FEDERAL FUNDS: Urban System	NAME OF URBAN AREA (17-31): Eugene	COUNTY NAME: Lane	CODE (114)(118): 039	ROUTE NO.: U	FEDERAL-AID (82): See Back	STATE (30)(37): City St.	U.S. (41): ----						

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS (42)	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	
1	(1448)	(16	41	42	43 46	53	City of Springfield	(54) (58)	(59) (66)	(67) (76)			
5					PE								Insta signa sectio canti light gongs arm ga work)
5					ROW								
5					CONST (CODE) (Safety) Topics Y031 Y018		"Springfield Traffic Signal Project"	0.0	189,500	148,100	15,250	8,170 (PUC) 17,980 (City)	ROW-6 Access Parkin none. Utilit incl.
							PROJECT TOTALS	0.0	189,500	148,100	15,250	26,150	

(116) (23)(24) (25)

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COUNTY & CITY SECTION
OCT 31 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

REMARKS

CARD	CODE	PREPARED BY
1	1	J.G.

PROGRAM APPROVAL DATES

OCT 28 1975

FHWA OREGON DIVISION

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

October 21, 1975

CT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
y of Springfield	ADT	See Back	See Back	95	10	Oregon	41	W32	51

ORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
nals								M-	000S	(2)		

COUNTY NAME: Lane — CODE: 039

Urban System

ROUTE NO. U — FEDERAL-AID: See Back — STATE: City St. — U.S.: ----

PROGRAM STAGE: [ ] 1 OR [X] 2

Eugene

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		City of Springfield						Install traffic signals at 3 intersections & RR Xing cantilever flashing light signals with gongs & auto. short arm gates (incl. prep. work) at one Xing.
OW								
ONST (CODE) (afety) pics 31 18		"Springfield Traffic Signal Project"	0.0	189,500	148,100	15,250	8,170 (PUC) 17,980 (City)	ROW-60' min.; Access control-partial; Parking restrictions-none. Utility adj. required incl. prep. work
J.G.		PROJECT TOTALS	0.0	189,500	148,100	15,250	26,150	

REMARKS

ROVAL DATES

8 1975

ON DIVISION

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COUNTY & CITY SECTION
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-Over-

USCOMM DUSCOMM-DC 48808-P61

SPRINGFIELD TRAFFIC SIGNAL PROJECT

PROJECT NO. M-000S(2)

ADT:

	Location	Present		Future
1.	Olympic Blvd. (FAU 1240) at 28th St.	4,300	*	8,500
2.	Centennial Blvd. (FAU 1140) at 18th St.	5,500	*	9,700
3.	Mohawk Rd. (FAU 1215) at 19th and "Q" St.	13,000	*	20,300
4.	SPRR Xing of "N" St.	2,100		3,100

* ADT count is traffic entering intersection.

Existing Facilities: Each intersection as follows:

1. Olympic Blvd. at 28th St.: No traffic control signal
   Olympic----West: 57' curb section, 5 lane facility.
   (Also "N" St.)----East: 24' section, 2 lane facility.
   28th St.----North: 25' section, 2 lane facility.
   South: 44' curb section, 3 lane facility.

2. Centennial Blvd. at 18th St: No traffic control signal
   Centennial: 40' curb section, 3 lane facility.
   18th: 36' curb section, 3 lane facility.

3. Mohawk Rd. at 19th & "Q" St: 3-phase traffic control signal with interconnect to existing master controller system.
   Mohawk: 60' curb section, 5 lane facility.
   19th: 20' section, 2 lane facility.
   "Q" : 36' section, 3 lane facility.
   * Marcola: 48' section, 4 lane facility.
   * Extension of "Q" St. on east side of intersection.

4. SPRR Xing at "N" St.:
   "N" : 24' section, 2 lane facility.
   SPRR: See "Railroad Crossing Data" below.

Project Data: The proposed work is as follows:

1. Installation of multi-phase traffic control signals at intersections previously listed under "Existing Facilit

2. Installation of cantilever flashing lights with gong si automatic short arm gates (including preparatory work). to be done by Railroad Company forces with required rev State forces.

Railroad Crossing Data: PUC Crossing No. CE-648.00

Name of Railroad----------Southern Pacific Transpor
Number of Tracks----------One
Number of Trains----------Ten (6 thru-4 switch) pe
Number of Hi-speed Trains----------None
Existing Crossing Protection-------Crossbucks
Proposed Cossing Protection--------Cantilever flashing light and auto. short arm gates
Railroad Benefits----------None

Right-of-Way: No additional required.

System Action, Airports, Water Development, Historical and R Area: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse an Clearinghouse A-95 review under working agreements.

Urban Transportation Planning (PPM 50-9): Not applicable as will not result in an alteration of land use or traffic terns that would require a significant change in planni or underway.

FHPM 7-7-2 Requirements: Nonmajor action project concurred on February 25, 1975.

SPRINGFIELD TRAFFIC SIGNAL PROJECT

PROJECT NO. M-000S(2)

	Present		Future
(FAU 1240) at 28th St.	4,300	*	8,500
d. (FAU 1140) at 18th St.	5,500	*	9,700
U 1215) at 19th and "Q" St.	13,000	*	20,300
N" St.	2,100		3,100

traffic entering intersection.

: Each intersection as follows:

at 28th St.: No traffic control signal
t: 57' curb section, 5 lane facility.
----East: 24' section, 2 lane facility.
rth: 25' section, 2 lane facility.
uth: 44' curb section, 3 lane facility.

vd. at 18th St: No traffic control signal
0' curb section, 3 lane facility.
b section, 3 lane facility.

19th & "Q" St: 3-phase traffic control signal with interconnecting master controller system.
urb section, 5 lane facility.
tion, 2 lane facility.
tion, 3 lane facility.
' section, 4 lane facility.
"Q" St. on east side of intersection.

N" St.:
tion, 2 lane facility.
ilroad Crossing Data" below.

Project Data: The proposed work is as follows:

1. Installation of multi-phase traffic control signals at the three intersections previously listed under "Existing Facilities".

2. Installation of cantilever flashing lights with gong signals and automatic short arm gates (including preparatory work). All work to be done by Railroad Company forces with required review by State forces.

Railroad Crossing Data: PUC Crossing No. CE-648.00

Name of Railroad----------Southern Pacific Transportation Co.
Number of Tracks----------One
Number of Trains----------Ten (6 thru-4 switch) per day
Number of Hi-speed Trains----------None
Existing Crossing Protection-------Crossbucks
Proposed Cossing Protection--------Cantilever flashing lights with gongs and auto. short arm gates.
Railroad Benefits----------None

Right-of-Way: No additional required.

System Action, Airports, Water Development, Historical and Recreation Area: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 5 Clearinghouse A-95 review under working agreements.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2.1.

Maintenance of Traffic Operations Improvements: A State-City agreement covering maintenance obligations will be prepared to comply with Section 116, Title 23, U.S.C.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-City agreement is being prepared to comply with par. 6d(1) of PPM 30-4.1.

Note: The project is in Congressional District No. 4.

CITY OF SPRINGFIE.

DEPARTMENT OF PUBLIC WORKS

DATE: May 30, 1974

TO: Mike Kelly

FROM: Larry Rose

SUBJECT: Request for F.A.U. Funding

We request authorization from City Council and/or the City Manager to apply for Federal Aid Urban Funds (F.A.U.) on the following proposed projects:

	PROJECTS	ESTIMATED TOTAL COST	CITY COST (11%)
* I.	Centennial Blvd. between Mill and 5th Streets	$220,000	$24,200
	A. Mill Street & Centennial Blvd. Signals and Street Lights		
	B. 5th Street & Centennial Blvd. Signals and Street Lights		
	C. 2nd/3rd Streets & Centennial Blvd. Signal Revision and Street Lights		
	D. Street Construction, Right-of-Way, etc.		
* II.	Marcola Road and 19th Street Signal Revision (Left Turn Pockets)	$ 20,000	$ 2,200
*III.	Centennial Blvd. and 18th Street Signal Installation and Street Lights	$ 45,000	$ 4,950
IV.	Olympic Street between 21st and 28th Streets	$265,000	$29,150
	A. Olympic Street & 21st Street Signals and Street Lights		
	B. Olympic Street & 28th Street Signals and Street Lights		
	C. Street Construction, Right-of-Way, etc.		
V.	Main Street and 3rd Street	$ 20,000	$ 2,200

* Indicates High Priority

12/6/71

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COUNTY & CITY SECTION
AUG - 6 1974
☐ ENGR. ☒ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date May 30, 1974

Applicant Agency City of Springfield, Oregon

Federal Aid System Route No. _____ Route Name Mohawk Blvd.

Project Name Mohawk - 19th - 'Q' - Marcola Signalization Improvement

Project Length 100 Feet Project Location (Attached sketch map)

Project Description Revision of 19th and Marcola Signal System - increase Lane widths and add Left Turn Lanes

Average Daily Traffic 13,000 Design Speed 40 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width * Travel Lanes Two to Five Shoulders Partial

Medians None Parking None

Sidewalks Partial

Other Curb and Gutter (Partial)

2. Desired Roadway Cross Section: (Attach sketch)

Width * Travel Lanes Two to Five Shoulders No

Medians _____ Parking No

Curbed Yes Length Curb Radii _____

Sidewalk/Bikeway Yes

Other _____

FOOTNOTES: This project to improve signalization only

* South Leg, 60 feet; West Leg, 36 feet; East Leg, 48 feet; North Leg, 20 feet

Description of Proposed Roadway Work This project is to improve traffic flow by adding Left Turn Storage Lanes and Signals to the existing pavement and signals. The pavement width is already capable of supporting the extra lanes.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 90 feet Minimum 60 feet Maximum 90 feet

2. Will Additional Right-of-Way Be Needed? No Explain Existing

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? No cost to project

4. Will there be any persons displaced from their homes, farms or businesses? No If so, explain

5. Will this project affect any park or recreation facility? If so, explain No

III. TRAFFIC CONTROL DATA

1. Existing Signalization: A Three-phase Traffic Actuated Controller with hardware for interconnect to an existing Master Controller System.

2. Proposed Signalization:

Location Mohawk - 19th - 'O' - Marcola Intersection

Type Traffic Actuated
Phases 8 Phase
Type of Suspension Mast Arm
Interconnected Existing
Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? By Applicant

4. Permanent Striping:

Include in project or by applicant? By Applicant

IV. ILLUMINATION DATA

1. Present Illumination and Location: Mercury Vapor - northeast corner

2. Proposed Illumination:

Location At opposite corners of the intersection
Type Mercury Vapor or High-pressure Soduim Type III or IV

V. STRUCTURE DATA

1. Existing Structure: NONE

Location
Type
Size
To Remain in Place?

2. Proposed Structure: NONE

Location

Is a particular type of structure and design desired? No

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired?_____

Are there any unusual or complicating conditions?_____

VI. RAILROAD DATA

1. Are there any railroad crossings? No Location_____

Type of existing crossing_____
Existing crossing protection_____

Name of Railroad_____
Number of tracks: Mainline_____ Siding_____ Total_____
Angle of Intersection_____
Sight distance: (Direction)_____ Distance_____
(Direction)_____ Distance_____
Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

2. Will existing railroad crossing be altered?_____

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections Plans are under way for widening of the North Leg by Lane County.

2. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ -0-
Right-of-Way Costs (If participating)	-0-
Traffic Control	20,000
Illumination	-0-
Structures	-0-
Railroad	-0-
Other_____	
Preliminary Engineering	
PROJECT TOTAL	$ 20,000

FOOTNOTES:_____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Springfield
By_____
By_____

_____ County
By_____
By_____
By_____

1"=40'

MARCOLA

MOHAWK

19th St.

11th St.

Pole No 2

Pole No 1a

Pole No 1

Pole No 3

Pole No 4a

Pole No 4

To CP

Shielded Lead

Amplifier Head

LOOP DETECTOR WIRING

(S) Series

(P) Parallel

(S Amplifier)

SIGNAL DESIGNATION

SEQUENCE of OPERATION

A

B

C

CITY OF SPRINGFIELD

LOCATION: Marcola Rd. & 19 th Street

MANUAL COUNT TAKEN: April 2, 1974

PEAK HOUR TRAFFIC COUNT: 07:00 to 09:00/16:00 to 18:00

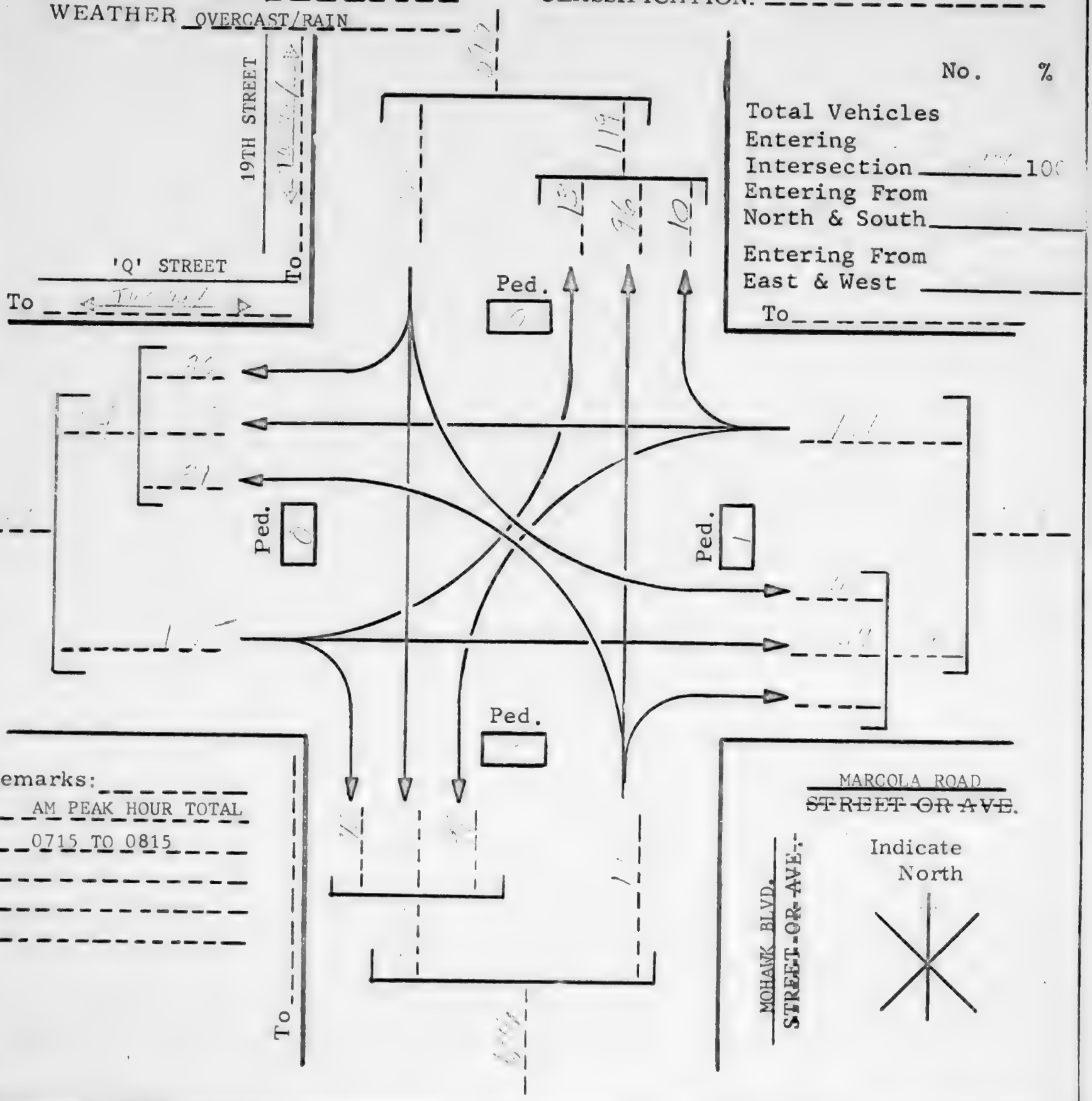
No Recorded Accidents: 6-14-73 to 6-14-74

CITY OF SPRINGFIELD
TRAFFIC ENGINEERING DIVISION

TWENTY-FOUR HR. VEHICULAR VOLUME

DATE April 2, 1974
DAY OF WEEK TUESDAY
ACTUAL COUNT (VEH). 4 HRS.
HOURS COUNTED 07-0900/16-1800
PEDESTRIAN COUNT 4 HRS.
HOURS COUNTED 07-0900/16-1800
WEATHER OVERCAST/RAIN

CITY OF SPRINGFIELD, OREGON
INTERSECTION OF MARCOLA ROAD
AND 19TH STREET
STATION NO.
CODE NO.
CLASSIFICATION.



	No.	%
Total Vehicles Entering Intersection		100
Entering From North & South		
Entering From East & West		

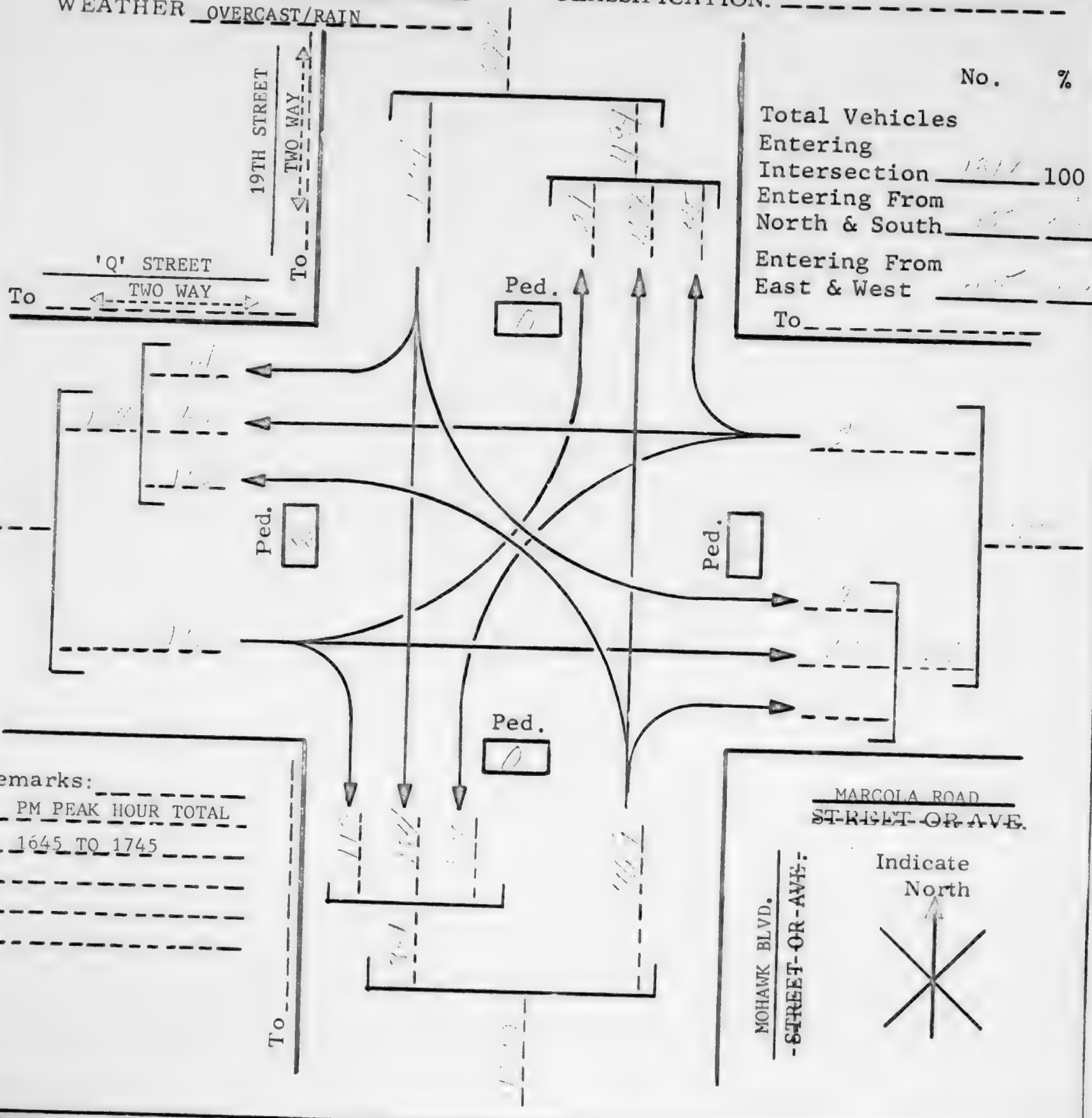
Remarks:
AM PEAK HOUR TOTAL
0715 TO 0815

CITY OF SPRINGFIELD
TRAFFIC ENGINEERING DIVISION

TWENTY-FOUR HR. VEHICULAR VOLUME

DATE APRIL 2, 1974
DAY OF WEEK TUESDAY
ACTUAL COUNT (VEH). 4 HRS.
HOURS COUNTED 07-0900/16-1800
PEDESTRIAN COUNT 4 HRS.
HOURS COUNTED 07-0900/16-1800
WEATHER OVERCAST/RAIN

CITY OF SPRINGFIELD, OREGON
INTERSECTION OF MARCOLA ROAD
AND 19TH STREET
STATION NO.
CODE NO.
CLASSIFICATION.



	No.	%
Total Vehicles Entering Intersection	1811	100
Entering From North & South		
Entering From East & West		
To		

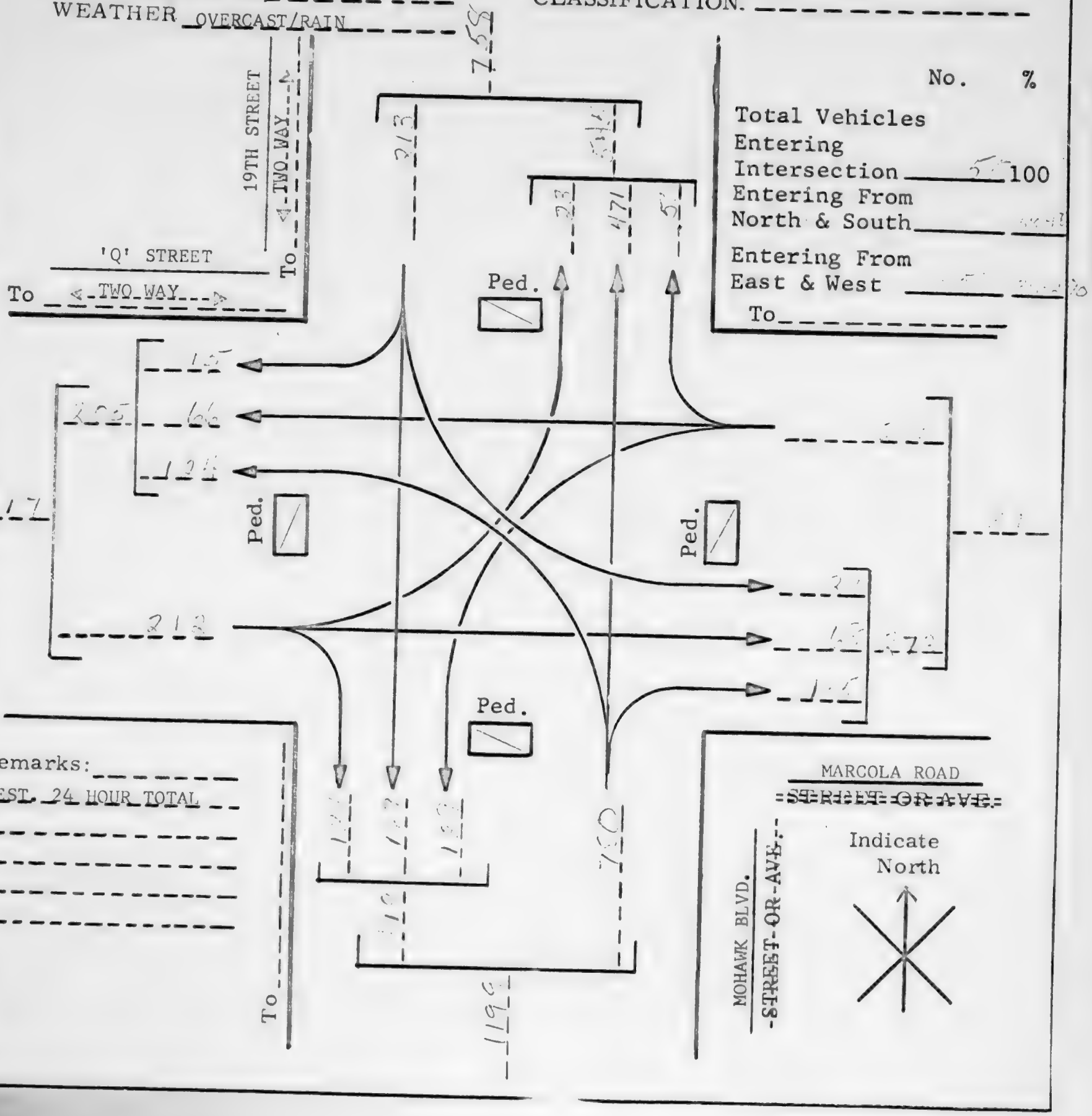
Remarks:
PM PEAK HOUR TOTAL
1645 TO 1745

CITY OF SPRINGFIELD
TRAFFIC ENGINEERING DIVISION

TWENTY-FOUR HR. VEHICULAR VOLUME

DATE APRIL 2, 1974
DAY OF WEEK TUESDAY
ACTUAL COUNT (VEH). 4 HRS.
HOURS COUNTED 07-0900/16-1800
PEDESTRIAN COUNT 4 HRS.
HOURS COUNTED 07-0900/16-1800
WEATHER OVERCAST/RAIN

CITY OF SPRINGFIELD, OREGON
INTERSECTION OF MARCOLA ROAD
AND 19TH STREET
STATION NO.
CODE NO.
CLASSIFICATION.



	No.	%
Total Vehicles Entering Intersection		100
Entering From North & South		
Entering From East & West		

To

Remarks:
EST. 24 HOUR TOTAL

CITY OF SPRINGFIELD
TRAFFIC ENGINEERING DIVISION
MANUAL VOLUME COUNT SUMMARY SHEET

INTERSECTION OF 19TH STREET & MARCOLA ROAD
DATE 74/04/02 DAY-TUESDAY
WEATHER-OVERCAST/RAIN
CONTROL TYPE-SIGNALS
AREA TYPE-A/C

TIME FROM	TO	NORTH WEST	NO	EAST	TOTL	SOUTH EAST	NO	WEST	TOTL	EAST NO	WEST	SO	TOTL	WEST SO	EAST	NO	TOTL	TRAFFIC TOTL	PEDEST NORTH	SOUTH	PA
[illegible]	0715	4	41	10	55	13	8	7	28	8	28	2	38	24	4	1	29	150	0	0	
0715 TO	0730	6	47	8	61	13	12	8	33	0	11	18	29	17	13	0	30	153	0	0	
0730 TO	0745	11	101	7	119	13	23	8	44	4	14	32	50	17	8	1	27	240	0	0	
0745 TO	0800	8	92	21	121	15	35	9	59	3	17	21	41	22	17	7	46	267	0	0	
0800 TO	0815	5	73	12	90	22	26	6	54	3	11	27	41	19	8	5	32	217	0	0	
0815 TO	0830	7	41	2	50	8	22	8	38	6	9	23	38	11	2	2	15	142	0	0	
0830 TO	0845	5	63	4	75	13	22	6	41	3	9	22	34	19	6	4	29	182	1	0	
0845 TO	[illegible]	3	69	6	78	10	43	7	60	10	8	19	37	6	7	2	15	200	0	0	
1600 TO	1615	1	52	5	58	16	82	29	127	12	18	29	59	30	15	5	50	294	0	0	
1615 TO	1630	3	42	6	52	28	66	25	119	8	10	15	33	13	13	1	27	241	0	0	
1630 TO	1645	5	54	6	65	21	84	32	137	12	12	34	58	31	14	0	45	305	0	0	
1645 TO	1700	4	40	8	52	43	90	26	159	14	22	30	66	36	15	7	58	335	0	0	
1700 TO	1715	3	32	8	43	42	118	33	193	14	17	32	63	22	16	4	42	341	0	0	
1715 TO	1730	4	39	6	49	46	105	22	173	11	14	24	49	32	17	4	53	324	0	0	
1730 TO	1745	3	43	4	50	37	115	32	184	6	7	31	44	20	14	6	40	318	0	0	
1745 TO	1800	5	44	2	51	32	92	25	149	7	17	26	50	27	14	5	46	296	1	1	
TOTALS		84	884	115	1083	382	943	283	1608	121	224	385	730	344	184	54	582	4003	2	1	
A PEAK HOUR																					
0715 TO	0815	30	313	48	391	63	96	31	190	10	53	98	161	75	47	13	135	877	0	0	
P PEAK HOUR																					
1645 TO	1745	14	154	26	194	158	428	113	709	45	60	117	222	110	62	21	193	1318	0	0	

ETFIELD
ERING DIVISION
COUNT SUMMARY SHEET

INTERSECTION OF 19TH STREET & MARCUS ROAD
DATE 74/04/02 DAY-TUESDAY CONTROL TYPE-SIGNALS
WEATHER-OVERCAST/RAIN MIDBLOCK TYPE-A/C

FROM:	NORTH				SOUTH				EAST				WEST				TRAFFIC	PEDESTRIANS				
: WEST	SO	EAST	TOTL	EAST	NO	WEST	TOTL	NO	WEST	SO	TOTL	SO	EAST	NO	TOTL	TOTL	NORTH	SOUTH	EAST	WEST	TOTL
4	41	10	55	13	8	7	28	8	28	2	38	24	4	1	29	150	0	0	0	0	0
6	47	8	61	13	12	8	33	0	11	18	29	17	13	0	30	153	0	0	0	0	0
11	101	7	119	13	23	8	44	4	14	32	50	17	9	1	27	240	0	0	0	0	0
8	92	21	121	15	35	9	59	3	17	21	41	22	17	7	46	267	0	0	1	0	1
5	73	12	90	22	26	6	54	3	11	27	41	19	8	5	32	217	0	0	0	0	0
7	41	2	50	9	22	8	39	6	9	23	38	11	2	2	15	142	0	0	0	0	0
5	69	4	78	13	22	6	41	3	9	22	34	19	6	4	29	182	1	0	2	0	3
3	68	6	79	19	43	7	69	10	8	19	37	6	7	2	15	200	0	0	0	0	0
1	52	5	58	16	32	20	127	12	18	29	59	30	15	5	50	294	0	0	0	0	0
8	48	6	62	28	66	25	119	8	10	15	33	13	13	1	27	271	0	0	1	0	1
5	54	6	65	21	84	32	137	12	12	34	58	31	14	0	45	305	0	0	0	0	0
4	40	8	52	43	90	26	159	14	22	30	66	36	15	7	58	335	0	0	0	0	0
3	32	8	43	42	118	33	193	14	17	32	63	22	14	4	42	341	0	0	0	1	1
4	39	6	49	46	105	22	173	11	14	24	49	32	17	4	53	324	0	0	1	1	2
3	43	4	50	37	115	32	184	6	7	31	44	20	14	6	40	318	0	0	0	0	0
5	44	2	51	32	92	25	149	7	17	26	50	27	14	5	46	296	1	1	1	0	3
84	884	115	1083	382	943	283	1608	121	224	385	730	345	184	54	584	4005	2	1	6	2	11
30	313	48	391	63	96	31	190	10	53	98	161	75	47	13	135	977	0	0	1	0	1
14	154	26	194	168	428	113	709	45	60	117	222	110	62	21	193	1319	0	0	1	2	3
			13	25						3	33	1				33					
											215										

CITY OF SPRINGFIELD
TRAFFIC ENGINEERING DIVISION
TRAFFIC CLASSIFICATION SUMMARY SHEET

INTERSECTION OF 19TH STREET & MARCOLA ROAD
DATE 74/04/02 DAY-TUESDAY
WEATHER-OVERCAST/RAIN

CONTROL TYPE-SIGNALS
ROAD TYPE-A/C

	NORTH LEG						SOUTH LEG						EAST LEG						WEST		
TIME	PASS CARS	LT TRK	HVY TRK	BUS	BIKE	TOT	PASS CARS	LT TRK	HVY TRK	BUS	BIKE	TOT	PASS CARS	LT TRK	HVY TRK	BUS	BIKE	TOT	PASS CARS	LT TRK	HVY TRK
0700- 0715	71	1	0	0	0	72	92	2	0	1	0	95	64	1	0	0	0	65	57	0	0
0715- 0730	67	1	1	1	3	73	108	2	1	1	3	115	61	2	0	0	0	63	52	3	0
0730- 0745	141	2	0	3	1	147	186	3	0	3	2	194	77	1	0	1	0	79	58	0	0
0745- 0800	159	2	1	4	0	166	185	3	1	4	1	194	92	2	0	0	0	94	78	1	0
0800- 0815	114	4	1	5	0	124	162	5	3	3	0	173	77	1	3	2	0	83	40	2	1
0815- 0830	73	2	2	3	0	80	104	2	5	3	0	114	44	2	4	1	0	51	35	2	1
0830- 0845	96	6	1	4	0	107	141	5	1	4	0	151	48	4	3	2	0	57	41	3	1
0845- 0900	127	1	0	6	0	134	151	1	6	4	0	162	57	0	7	5	0	69	33	0	1
1600- 1615	149	4	0	3	1	157	225	5	5	2	1	238	87	2	4	2	0	95	91	1	3
1615- 1630	134	1	0	2	0	137	191	1	2	1	0	195	75	1	2	2	0	80	68	1	0
1630- 1645	157	2	0	0	2	161	251	1	1	1	2	256	97	1	1	0	0	99	93	0	0
1645- 1700	161	1	0	1	0	163	261	3	0	1	0	265	130	2	0	0	0	132	102	2	0
1700- 1715	177	1	0	0	1	179	274	1	2	1	1	279	127	0	2	0	0	129	94	0	0
1715- 1730	165	0	1	3	0	169	262	0	3	3	0	268	114	1	3	0	0	118	91	1	1
1730- 1745	177	0	0	0	0	177	275	0	2	1	0	278	96	1	2	0	0	99	80	1	0
1745- 1800	151	1	0	3	0	155	242	1	1	2	0	246	94	0	3	1	0	98	91	0	2
TOTALS	2119	29	7	38	8	2201	3110	35	33	35	10	3223	1340	21	34	16	0	1411	1129	17	10
PERCENTAGES	96.2	1.3	.3	1.7	.3		96.4	1.0	1.0	1.0	.3		94.0	1.4	2.4	1.1	.0		96.0	1.4	.8

LD
G DIVISION
ATION SUMMARY SHEET

INTERSECTION OF 19TH STREET & MARCOLA ROAD
DATE 74/04/02 DAY-TUESDAY
WEATHER-OVERCAST/RAIN
CONTROL TYPE-SIGNALS
ROAD TYPE-A/C

NORTH LEG						SOUTH LEG						EAST LEG						WEST LEG					
PASS CARS	LT TRK	HVY TRK	BUS	BIKE	TOT	PASS CARS	LT TRK	HVY TRK	BUS	BIKE	TOT	PASS CARS	LT TRK	HVY TRK	BUS	BIKE	TOT	PASS CARS	LT TRK	HVY TRK	BUS	BIKE	TOT
71	1	0	0	0	72	92	2	0	1	0	95	64	1	0	0	0	65	47	0	1	1	0	49
67	1	1	1	3	73	108	2	1	1	3	115	61	2	1	0	0	63	52	3	0	1	0	56
141	2	0	3	1	147	136	3	0	3	2	104	77	1	0	1	0	79	55	0	0	1	1	60
159	2	1	4	0	166	185	3	1	4	1	194	89	2	0	0	0	91	78	1	1	0	1	80
114	4	1	5	0	124	162	5	3	3	0	173	77	1	3	2	0	83	49	2	1	2	0	54
73	2	2	3	0	80	104	2	5	3	0	114	44	2	4	1	0	51	35	2	1	1	0	39
96	6	1	4	0	107	141	5	1	4	0	151	49	4	3	2	0	57	41	3	1	4	0	49
127	1	0	6	0	134	151	1	6	4	0	162	57	0	7	5	0	69	33	0	1	1	0	35
149	4	0	3	1	157	225	5	5	2	1	238	87	2	4	2	0	95	91	1	3	3	0	98
134	1	0	2	0	137	191	1	2	1	0	195	75	1	2	2	0	80	68	1	0	1	0	70
157	2	0	0	2	161	251	1	1	1	2	256	87	1	1	0	0	89	93	0	0	1	0	94
161	1	0	1	0	163	261	3	0	1	0	265	130	2	0	0	0	132	102	2	0	6	0	110
177	1	0	0	1	179	274	1	2	1	1	279	127	0	2	0	0	129	94	0	0	1	0	95
165	0	1	3	0	169	262	0	3	3	0	268	114	1	3	0	0	118	91	1	1	0	0	93
177	0	0	0	0	177	275	0	2	1	0	278	96	1	2	0	0	99	90	1	0	1	0	92
151	1	0	3	0	155	242	1	1	2	0	246	94	0	3	1	0	98	91	0	2	0	0	93
2119	29	7	32	8	2201	3110	35	33	35	10	3223	1340	21	34	16	0	1411	1120	17	10	17	2	1175
96.2	1.3	.3	1.7	.3		96.4	1.0	1.0	1.0	.3		94.9	1.4	2.4	1.1	.0		96.0	1.4	.8	1.4	.1	

E 1,343,000

N 885,000

N 884,000

MATCH SH. FG.

WAMBERLY WAY

GREENBRIAR ST.

17TH O ST.

CARRIAGE PLACE

"T" STREET

CB

S.P.

S.R.

TR.

1659 1673 1681 1689 1697 2280 2275 2232 1672 1660 1684 1696 1710 1820

1669 1681 1695 2187 2164 2148 2172 2177 2132 1644 1676 2110 2114

1725 1757 1815 1837 2165 1708 1724 1705 1731 1721 2035 2020 2013

1671 2038

456.4 457.2 458 458.3 458.4 458.0 458.2 457.8 457.9 454.0 458.3 459.0 459.6 60.2 457.6 457.7 459.0

N 884,000

MATCH SH. FG.

CB

1671

2038

1705

1721

1731

2035

457.6

457.7

458

TR

459.0

2020

CB

2013

1660

1690

1704

1724

1730

460.0

S

STREET

459.2

6V.

459.6

1664

1985

460.0

1754

458.6

459.3

1737

460.1

460.0

459.0

1945

459.2

458.8

458.8

1920

1917

459.2

460.2

458.8

458.4

1890

17 TH. ST.

18 TH. ST.

459.0

458.1

1872

1975

ORCH.

457.2

456.8

457.8

456.8

1854

1833

458.0

458

456.4

1836

4547

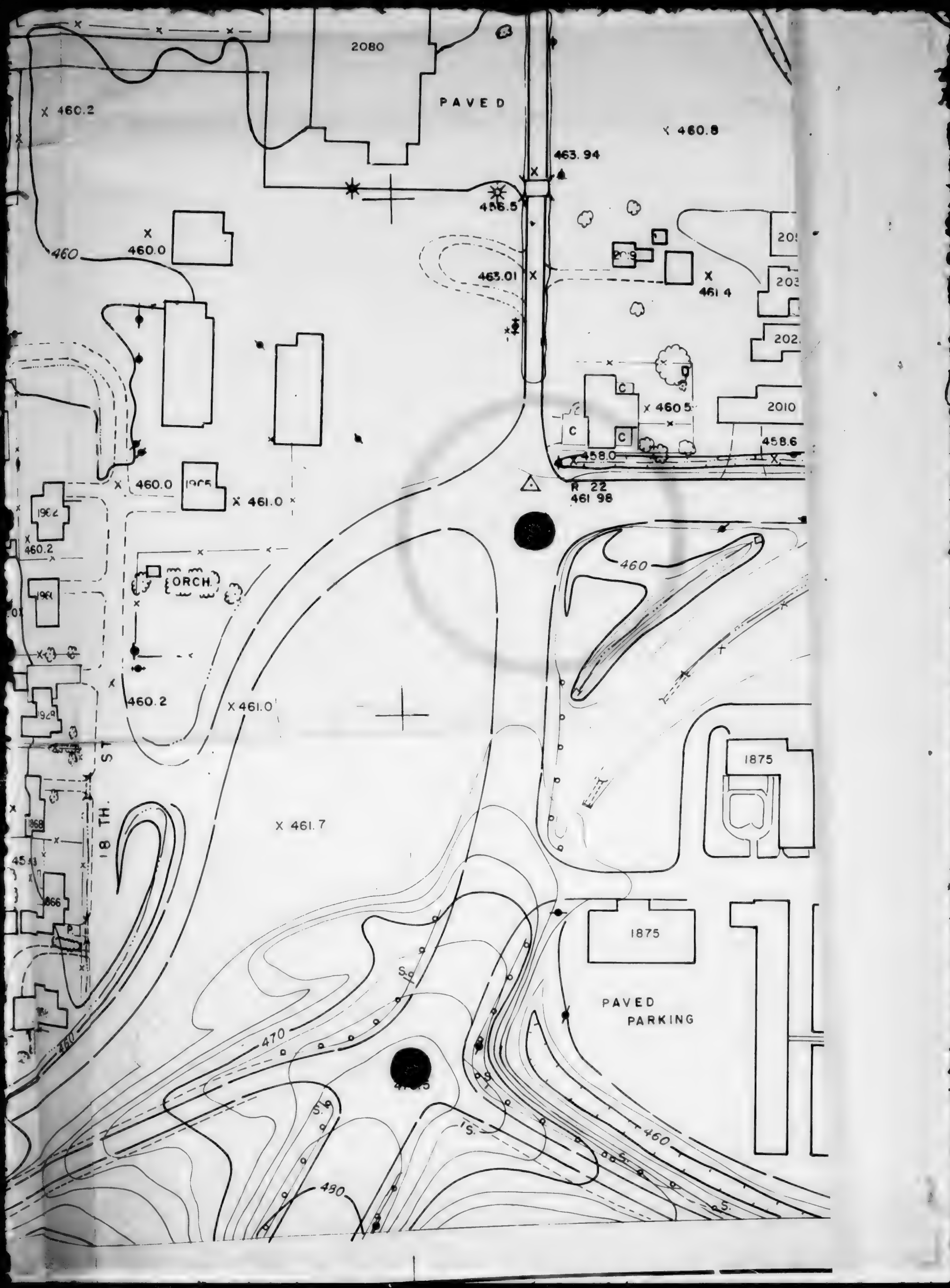
1640

1660

454

N 883,000

G6


2080
PAVED
X 460.2
X 460.8
463.94
456.5
460
X 460.0
463.01
461 4
205
203
202
2010
458.6
C
D
X 460 5
458.0
R 22
461 98
X 460.0
1905
X 461.0
1904
X 460.2
ORCH.
460
460.2
X 461.0
1875
18 TH. ST
X 461.7
1868
1866
1875
PAVED
PARKING
470
480
460

E 1,344,000

S.P.
2275
P.
1769
458
458.3
2230
457.2
2277
458.0
458.0
2246
459.89
C.
C.
CB.
CB.
P.
1921
460.3
X 459
2253
458.0
2244
457.9
458.96
P.
X 458.4
2232
458.0
P.
458.2
1868
1890
2231
1820
458.2
S.R.
CB
X 457.5
GREENBRIAR ST.
X 458.8
RAMBLING
460.4
DR. X
C.
2219
1757
1785
1815
1837
1859
1881
2180
460.23
457.8
457.9
458.0
459.1
459.2
459.1
P.
2150
P.
2133
P.
454.0
455.0
P.
2130
P.
459.9
1724
1742
X 4583
458
460
460.02
460.20
459.0
PLACE
1725
1743
2110
X 460.8
459.0
459.6 X
S.P.
19 TH. ST.
SAN
SAN
X 458.8
1732
1746
461.70
460
2080
1731
1745
X 460.2
PAVED
X 460.8
463.94
456.5
460.0
460
1730
1744
463.01
20
209

1 #2

E 1,348,000

MATCH SH. 68

CB. CB. CB. CB. MH. CB

C. C. C. C. C. C. C. C. C. C. C. C. C. C. C. C. C. C. C.

177

2283

2035

2057

2069

2093

2215

2185

2188

248

X 461.0 X 462.2 X 462.8 X 463.2

X 461.8 X 462.4 X 462.9 X 463

462

2 7

O R C H

X 462.3 X 463.2 X 463.4 X 463

460 X 459.8 X 461.1 X 463.8 X 463.4

462 X 461.6

462
X 461.6
X 463.4
X 462 3
X 462.8
BRUSH
457 5
458 1
458.8
459.5
460 1
464
462
463.0
X 464. 2
X 464.9
459.2
459.8
460.4
464
X 464.31
461.0
464
X 463.07
X 462 8
460 6
R 3
463 134
460.8
461.0
461.3
R 24
462.599
X 462. 37
1875
2189
2287
2125
X 463.7
X 464.5
462.4
463.0
464
460 2
X 463 0
461.5
1875
PAVED
1875
S. P.
1875
464
X 462.5
X 463 8
464.0
MATCH SH. G7

PROJECT LO

19TH & MAR

BRUSH

X 464.5

460.8

460.1

X 464.8

X 465.2

X 465.0

MATCH SH. H8

464

X 464.8

X 463.4

X 462.8

X 463.8

464

461.0

461.6

461.6

X 462.86

X 463.3

461.7

461.8

R 24
462.599

46.1

2287

2315

2375

2415

2433

2465

2495

2541

X 464.5

X 465.0

X 465.8

X 465.6

X 465.5

X 466.1

X 465.8

466

464

X 463.2

W.L. 461.3

X 463.8

464

X 463.8

X 463.2

462.4

461.6

462

461.8

464

464.0

X 464.8

X 465.8

X 465.2

X 465.2

X 465.3

X 465.5

AERIAL MAPPING CO. PORTLAND, OREGON

PLANIMETRY UPDATED APRIL 1972 BY A.M.CO.

IGNALIZED INTERSECTIONS (EXISTING)

E 1,346,000

X 453.9

X 464..

X 464.6

X 463.3

X 463.4

X 464.0

X 464.5

X 462.8

461.0

461.1

461.0

X 464.4

X 465.3

X 465.8

X 464.3

460.9

X 464.6

X 463.8

464

X 464.2

464

X 464.0

X 463.5

460.9

BRUSH

BRUSH

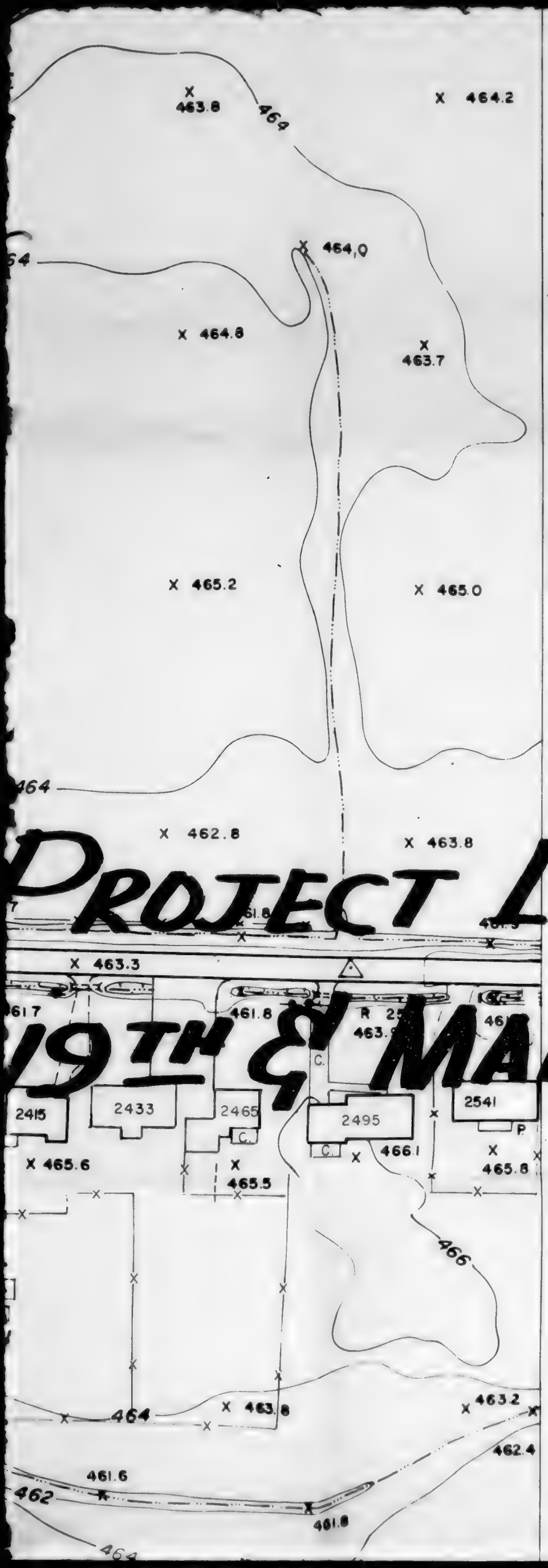
X 464.8

X 464.8

X 463.7

X 464.5

TCH SN. HS



PROJECT LOCATION

19TH & MARCOLA

12/6471

RECEIVED
COUNTY & CITY SECTION
AUG - 6 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ BE ☐ RE ☐

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date May 30, 1974

Applicant Agency City of Springfield, Oregon

Federal Aid System Route No. _____ Route Name Centennial Blvd.

Project Name Centennial Blvd. & 18th Street Signalization

Project Length 100 feet Project Location (Attached sketch map)

Project Description Install Three Phase Traffic Signal with Left Turn Lanes.

Average Daily Traffic *5500 Design Speed 40 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 40 feet Travel Lanes Three Shoulders None

Medians None Parking North, South and East Legs

Sidewalks Yes

Other Curb and Gutter

2. Desired Roadway Cross Section: (Attach sketch)

Width 40 Feet Travel Lanes Three Shoulders None

Medians None Parking None

Curbed Same Length Curb Radii Existing 16 feet

Sidewalk/Bikeway Yes

Other None

FOOTNOTES: The only improvement to the intersection will be signalization.
*Increase by 2000 ADT after January 1, 1975 due to development under way.

Description of Proposed Roadway Work To signalize this intersection to increase safety and regulate the flow of traffic to and from the shopping area to the north of this intersection.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 feet Minimum 60 feet Maximum 60 feet.

2. Will Additional Right-of-Way Be Needed? No Explain Signalization is the only improvement to be made.

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? No cost to project.

4. Will there be any persons displaced from their homes, farms or businesses? No If so, explain

5. Will this project affect any park or recreation facility? No
If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: None

2. Proposed Signalization:

Location Centennial Blvd. and 18th Street

Type Traffic Actuated
Phases Three Phase
Type of Suspension Mast Arm
Interconnected No
Other

FOOTNOTES: This intersection will meet warrants soon after the expansion of the shopping area to the north - Winter of 1974-75.

3. Permanent Signing:

Include in project or by applicant? By Applicant

4. Permanent Striping:

Include in project or by applicant? By Applicant

IV. ILLUMINATION DATA

1. Present Illumination and Location: Mercury Vapor - southwest corner

2. Proposed Illumination:

Location At opposite corners of the intersection utilizing proposed signal pole
Type Mercury Vapor or High-pressure Soduim Type III or IV

V. STRUCTURE DATA

1. Existing Structure: NONE

Location
Type

Size
To Remain in Place?

2. Proposed Structure: NONE

Location

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired? NONE

Are there any unusual or complicating conditions?

VI. RAILROAD DATA

1. Are there any railroad crossings? NONE Location

Type of existing crossing

Existing crossing protection

Name of Railroad

Number of tracks: Mainline Siding Total

Angle of Intersection

Sight distance: (Direction) Distance

(Direction) Distance

Number of Trains: Passenger Speed

Freight Speed

2. Will existing railroad crossing be altered?

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections

2. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ -0-
Right-of-Way Costs (If participating)	-0-
Traffic Control	43,800
Illumination	1,200
Structures	-0-
Railroad	-0-
Other	-0-
Preliminary Engineering	
PROJECT TOTAL	$ 45,000

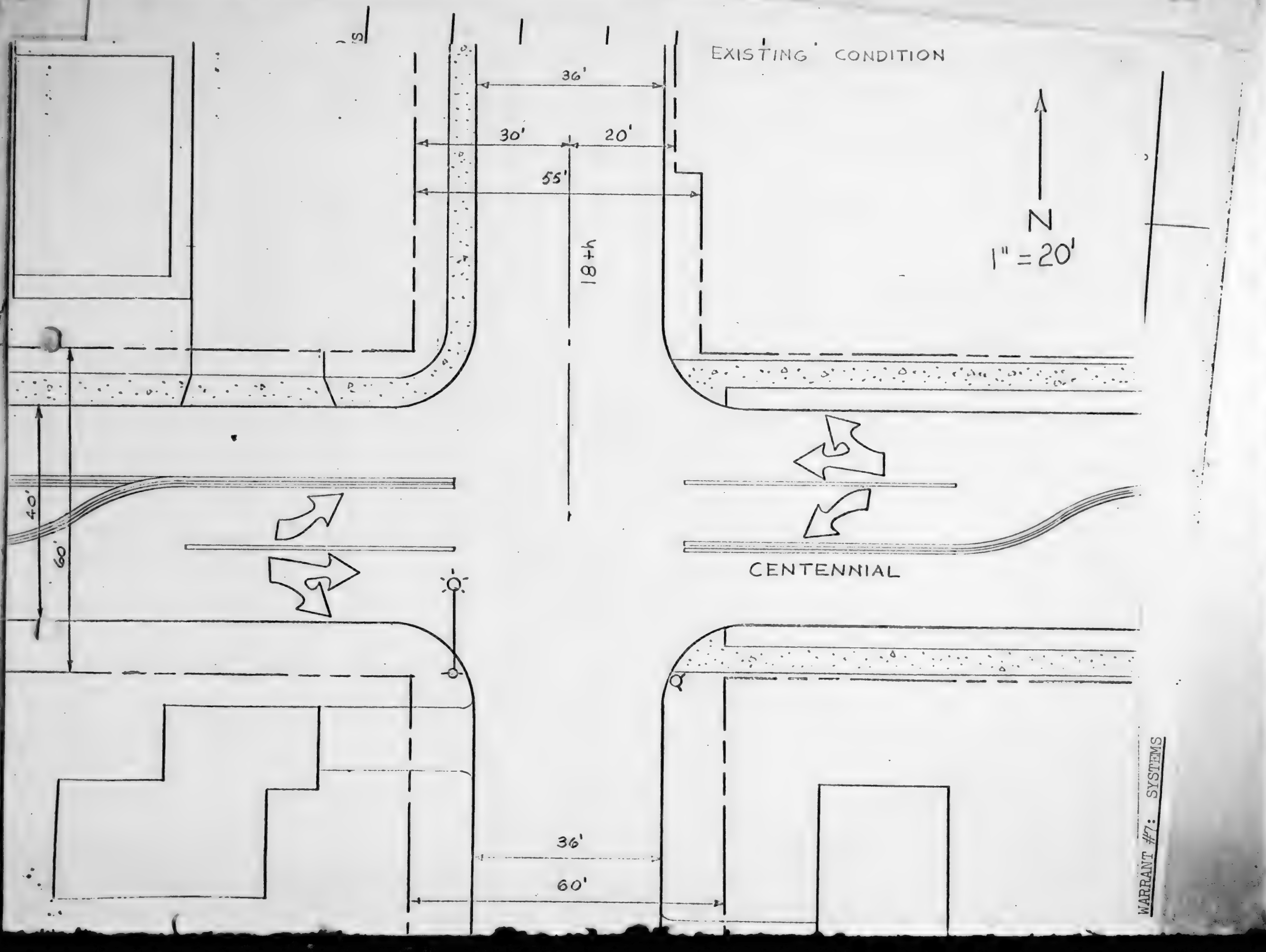
FOOTNOTES:

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Springfield
By
By

County
By
By
By

EXISTING CONDITION



WARRANT #7: SYSTEMS

CITY OF SPRINGFIELD

TRAFFIC SIGNAL WARRANT COMPARISON

LOCATION: CENTENNIAL BLVD. (MAJOR STREET) & 18TH STREET (MINOR STREET)

Manual Count taken August 30, 1973

ITEM	MINIMUM WARRANT	OBSERVED CONDITIONS
WARRANT #1: MINIMUM VEHICULAR VOLUME		
Average Hourly Volume on Major Street—Highest 8 Hours (All Approaches)	500	580* 414
Average Hourly Volume on Minor Street—Same 8 Hours (Highest Volume Minor Street Approach—One Direction Only)	150	170* 93
WARRANT #2: INTERRUPTION OF CONTINUOUS TRAFFIC		
Average Hourly Volume on Major Street—Highest 8 Hours (All Approaches)	750	580* 414
Average Hourly Volume on Minor Street—Same 8 Hours (Highest Volume Minor Street Approach—One Direction Only)	75	170* 93
WARRANT #3: MINIMUM PEDESTRIAN VOLUME		
Average Hourly Volume on Major Street—Highest 8 Hours (All Approaches)	600	580* 414
Average Hourly Pedestrian Volume Crossing Major Street (Highest Volume Single Crosswalk)—Same 8 Hours	150	15* 8
WARRANT #4: SCHOOL CROSSING		
Number of Adequate Gaps in Traffic (G)		
Number and Size of Groups Crossing (N)		
WARRANT #5: PROGRESSIVE MOVEMENT		
On One-Way Streets, Signals are too far from this Intersection:		
On Two-Way Streets, Signals do not Provide Platooning:		
WARRANT #6: ACCIDENT EXPERIENCE		
Number of Accidents in Past 12 Months of the Type Susceptible of Correction by Traffic Signalization	5	0
WARRANT #7: SYSTEMS		

Manual Count taken August 30, 1973

ITEM	MINIMUM WARRANT	OBSERVED CONDITIONS
WARRANT #1: MINIMUM VEHICULAR VOLUME		
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Number and Size of Groups Crossing (N)		
WARRANT #5: PROGRESSIVE MOVEMENT		
On One-Way Streets, Signals are too far from this Intersection:		
On Two-Way Streets, Signals do not Provide Platooning:		
WARRANT #6: ACCIDENT EXPERIENCE		
Number of Accidents in Past 12 Months of the Type Susceptible of Correction by Traffic Signalization	5	0
WARRANT #7: SYSTEMS		
Peak Hour Entering Volume in the Total Intersection	800	
Major Street is Part of Principal Network for Through Traffic.		
Major Street Connects Areas of Principal Traffic Generation.		
Major Street includes Rural or Suburban Highways outside of, entering, or traversing City.		
Major Street has Freeway or Expressway Ramp Terminals.		
Major Street Appears on Major Street Plan for Urban Area.		
WARRANT #8: COMBINATION OF WARRANTS		
When 80% of two or more of Warrants #'s 1, 2, & 3 are satisfied, signals may be justified.		

* Represents projected increase at this intersection due to new 10,000 vehicle per day generator to the north. 18th Street is a secondary north-south street with access to the new development.

COLLISION DIAGRAM

(NAME)

(NAME)

N

NOTES

Control Type

ACCIDENT TOTALS by TYPE

TYPE	DAY	NIGHT	TOTAL
FATAL			
PED. INJURY			
Other Injury	2		
Prop. Damg. Only			
TOTAL			

SYMBOLS

- MOVING VEHICLE
- BACKING VEHICLE
- PEDESTRIAN
- PARKED VEHICLE
- FIXED OBJECT
- FATAL ACCIDENT
- INJURY ACCIDENT

TYPES OF COLLISIONS

- REAR END
- HEAD ON
- PHANTOM VEHICLE
- SIDE SWIPE
- OUT OF CONTROL
- LEFT TURN
- RIGHT ANGLE

SHOW FOR EACH ACCIDT.

1. DATE AND TIME
2. WEATHER AND ROAD SURFACE IF UNUSUAL CONDITION EXISTED

INTERSECTION _____ and _____

PERIOD _____ FROM _____ to _____

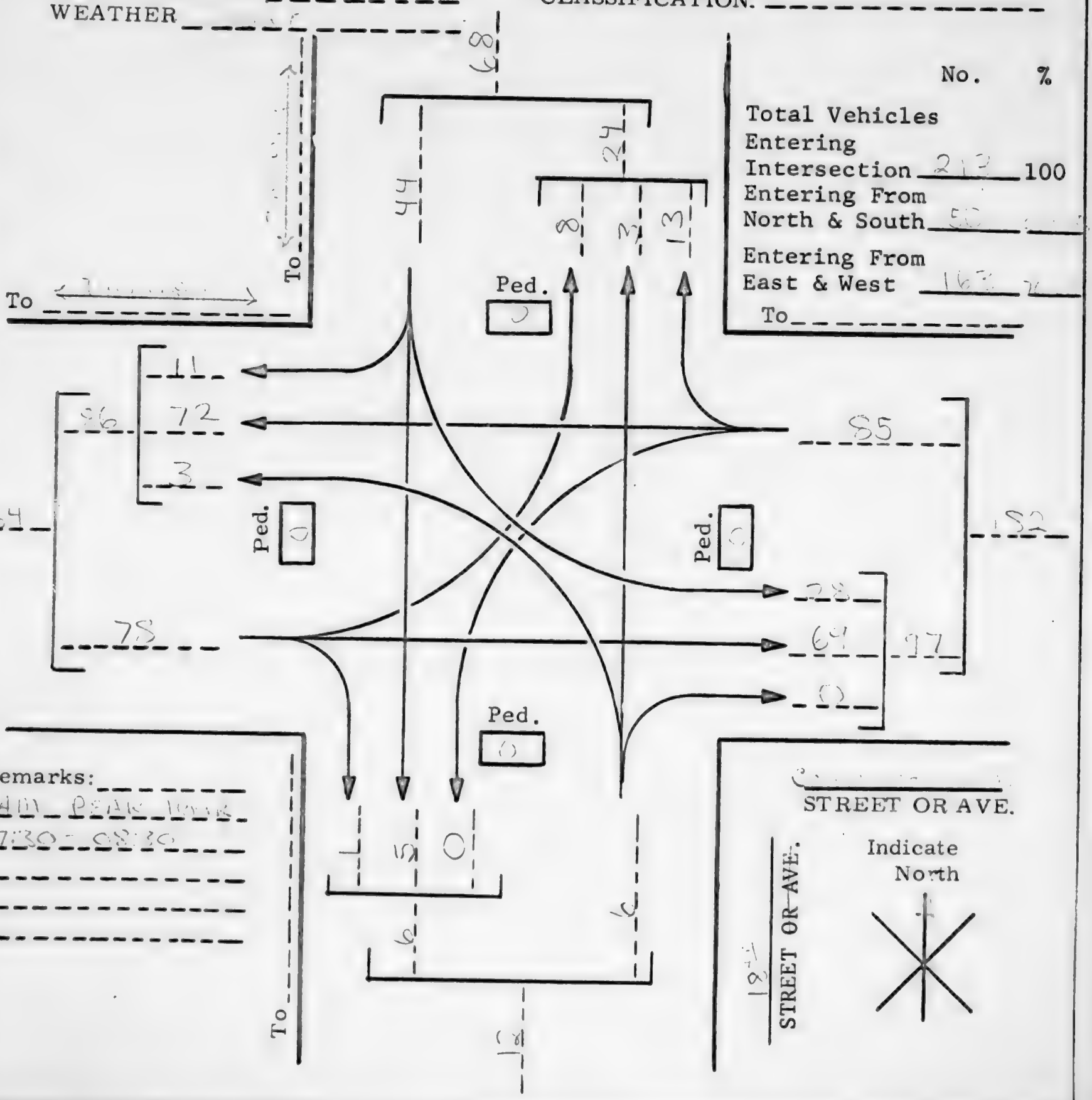
BY _____ CITY OF SPRINGFIELD TRAFFIC DEPARTMENT

CITY OF SPRINGFIELD
TRAFFIC ENGINEERING DIVISION

TWENTY-FOUR HR. VEHICULAR VOLUME

DATE _____
DAY OF WEEK _____
ACTUAL COUNT (VEH). 12 HRS.
HOURS COUNTED 07 - 19
PEDESTRIAN COUNT 12 HRS.
HOURS COUNTED 07 - 19
WEATHER _____

CITY OF _____
INTERSECTION OF _____
AND _____
STATION NO. _____
CODE NO. _____
CLASSIFICATION. _____



	No.	%
Total Vehicles Entering Intersection	213	100
Entering From North & South	50	
Entering From East & West	163	
To		

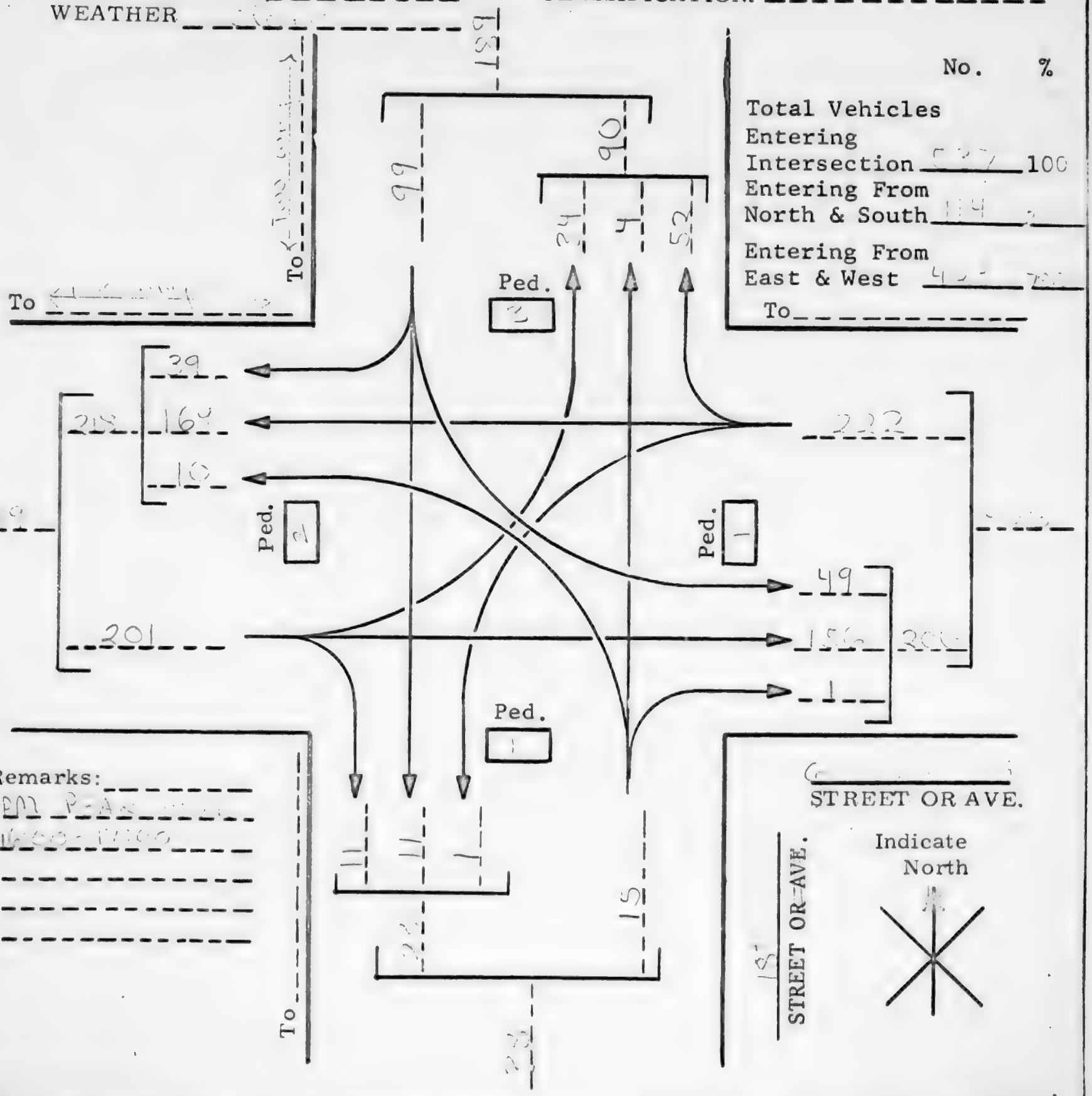
Remarks:
AM PEAK HOUR
0730 - 0830

CITY OF SPRINGFIELD
TRAFFIC ENGINEERING DIVISION

TWENTY-FOUR HR. VEHICULAR VOLUME

DATE _____
DAY OF WEEK _____
ACTUAL COUNT (VEH). ___ HRS.
HOURS COUNTED _____
PEDESTRIAN COUNT ___ HRS.
HOURS COUNTED _____
WEATHER _____

CITY OF _____
INTERSECTION OF _____
AND _____
STATION NO. _____
CODE NO. _____
CLASSIFICATION. _____



	No.	%
Total Vehicles Entering Intersection	527	100
Entering From North & South	114	
Entering From East & West	413	

To _____

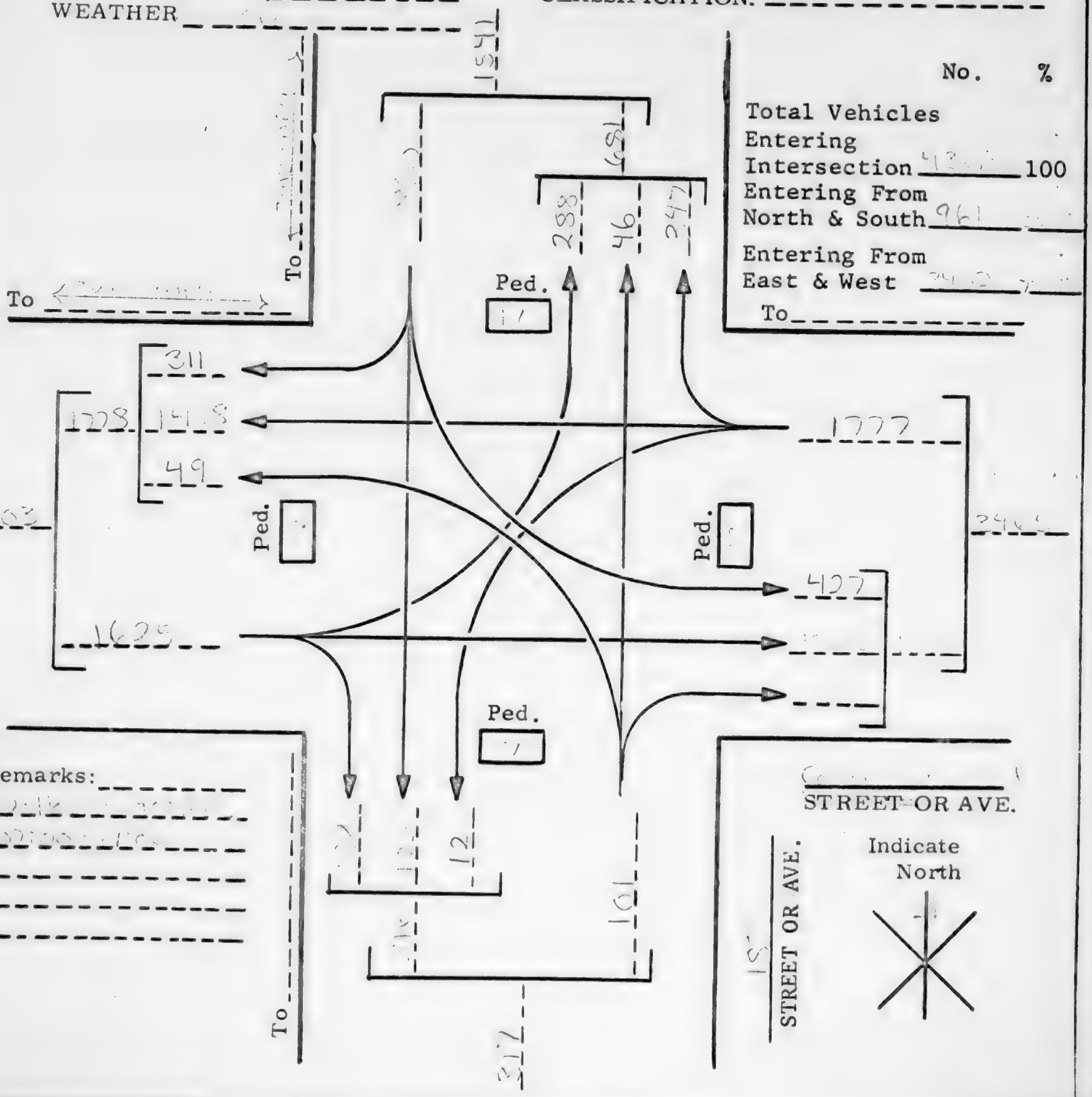
Remarks:
PM PEAK
1600-1700

CITY OF SPRINGFIELD
TRAFFIC ENGINEERING DIVISION

TWENTY-FOUR HR. VEHICULAR VOLUME

DATE 2[illegible]
DAY OF WEEK [illegible]
ACTUAL COUNT (VEH). [illegible] HRS.
HOURS COUNTED [illegible]
PEDESTRIAN COUNT [illegible] HRS.
HOURS COUNTED [illegible]
WEATHER [illegible]

CITY OF [illegible]
INTERSECTION OF [illegible]
AND [illegible]
STATION NO. [illegible]
CODE NO. [illegible]
CLASSIFICATION. [illegible]



	No.	%
Total Vehicles Entering Intersection	[illegible]	100
Entering From North & South	961	[illegible]
Entering From East & West	[illegible]	[illegible]
To	[illegible]	

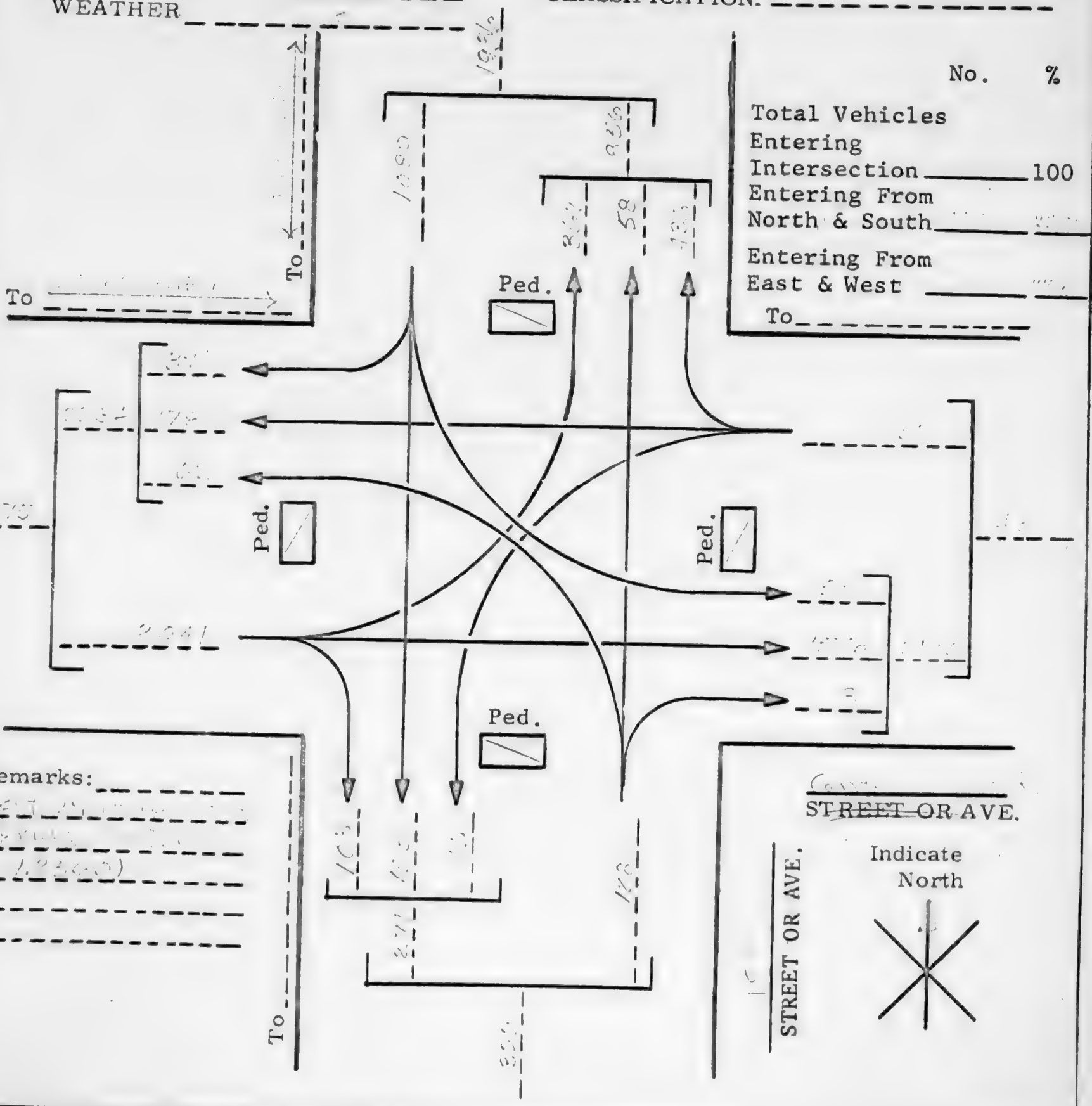
Remarks:
[illegible]

CITY OF SPRINGFIELD
TRAFFIC ENGINEERING DIVISION

TWENTY-FOUR HR. VEHICULAR VOLUME

DATE _____
DAY OF WEEK _____
ACTUAL COUNT (VEH). ___ HRS.
HOURS COUNTED _____
PEDESTRIAN COUNT ___ HRS.
HOURS COUNTED _____
WEATHER _____

CITY OF _____
INTERSECTION OF _____
AND _____
STATION NO. _____
CODE NO. _____
CLASSIFICATION. _____



	No.	%
Total Vehicles Entering Intersection		100
Entering From North & South		
Entering From East & West		

Remarks: _____

CITY OF SPRINGFIELD
TRAFFIC ENGINEERING DIVISION

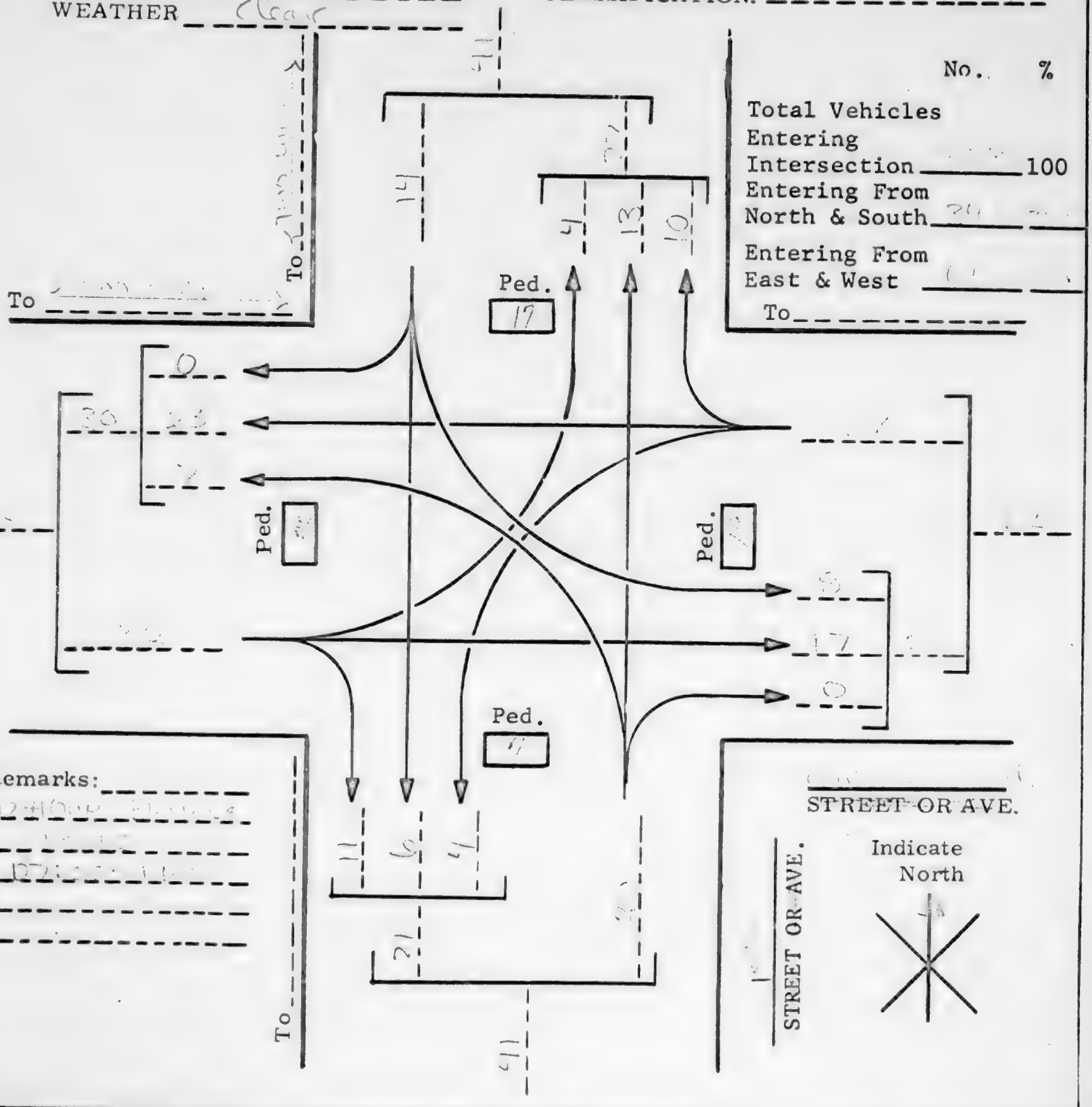
TWENTY-FOUR HR. VEHICULAR VOLUME

DATE _____
DAY OF WEEK _____
ACTUAL COUNT (VEH). ___ HRS.
HOURS COUNTED _____
PEDESTRIAN COUNT ___ HRS.
HOURS COUNTED _____
WEATHER Clear

CITY OF _____
INTERSECTION OF _____
AND _____
STATION NO. _____
CODE NO. _____
CLASSIFICATION. _____

	No.	%
Total Vehicles Entering Intersection		100
Entering From North & South		
Entering From East & West		

To _____



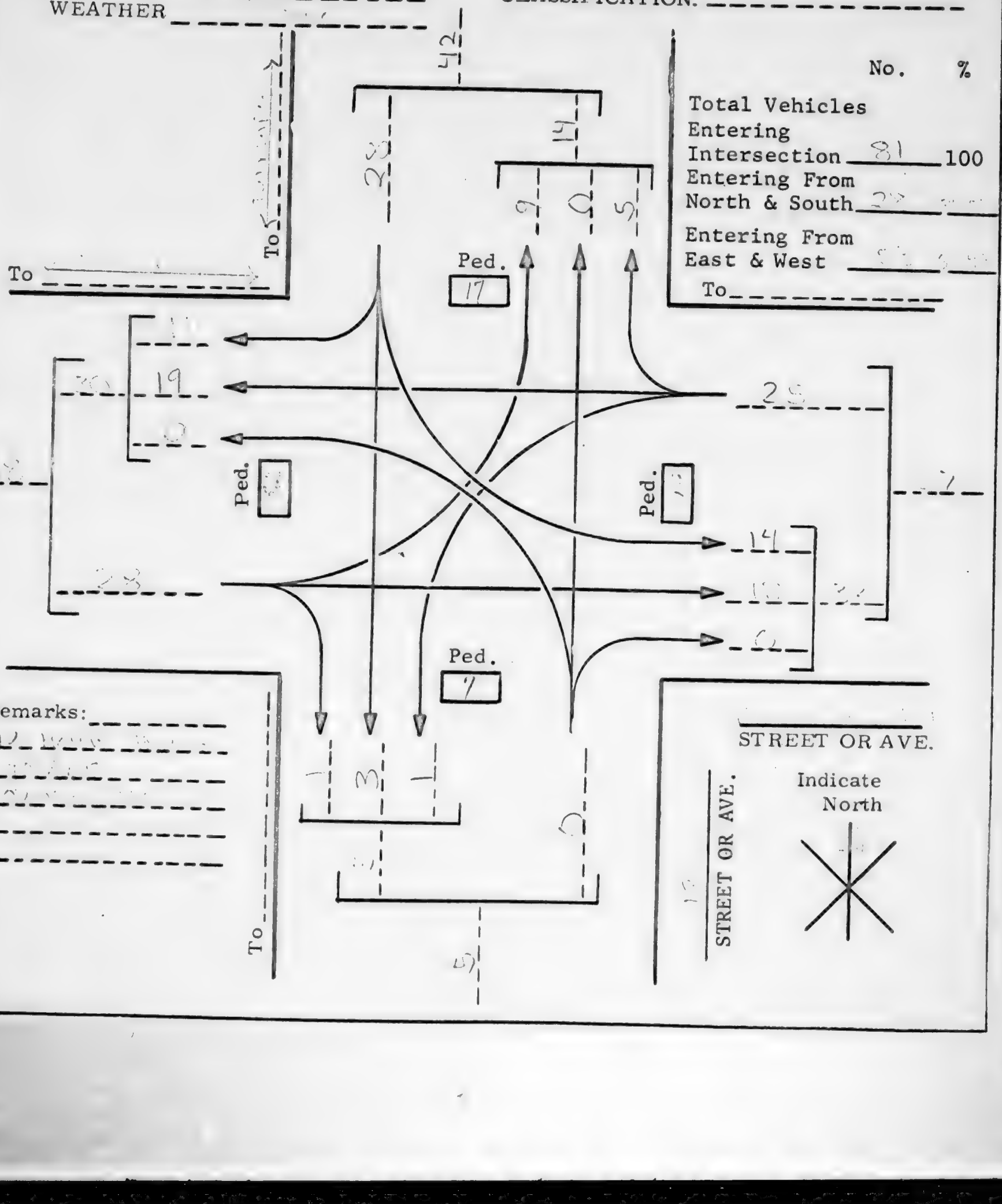
Remarks:

CITY OF SPRINGFIELD
TRAFFIC ENGINEERING DIVISION

TWENTY-FOUR HR. VEHICULAR VOLUME

DATE 30 J_____
DAY OF WEEK _____
ACTUAL COUNT (VEH). ___ HRS.
HOURS COUNTED _____
PEDESTRIAN COUNT ___ HRS.
HOURS COUNTED _____
WEATHER _____

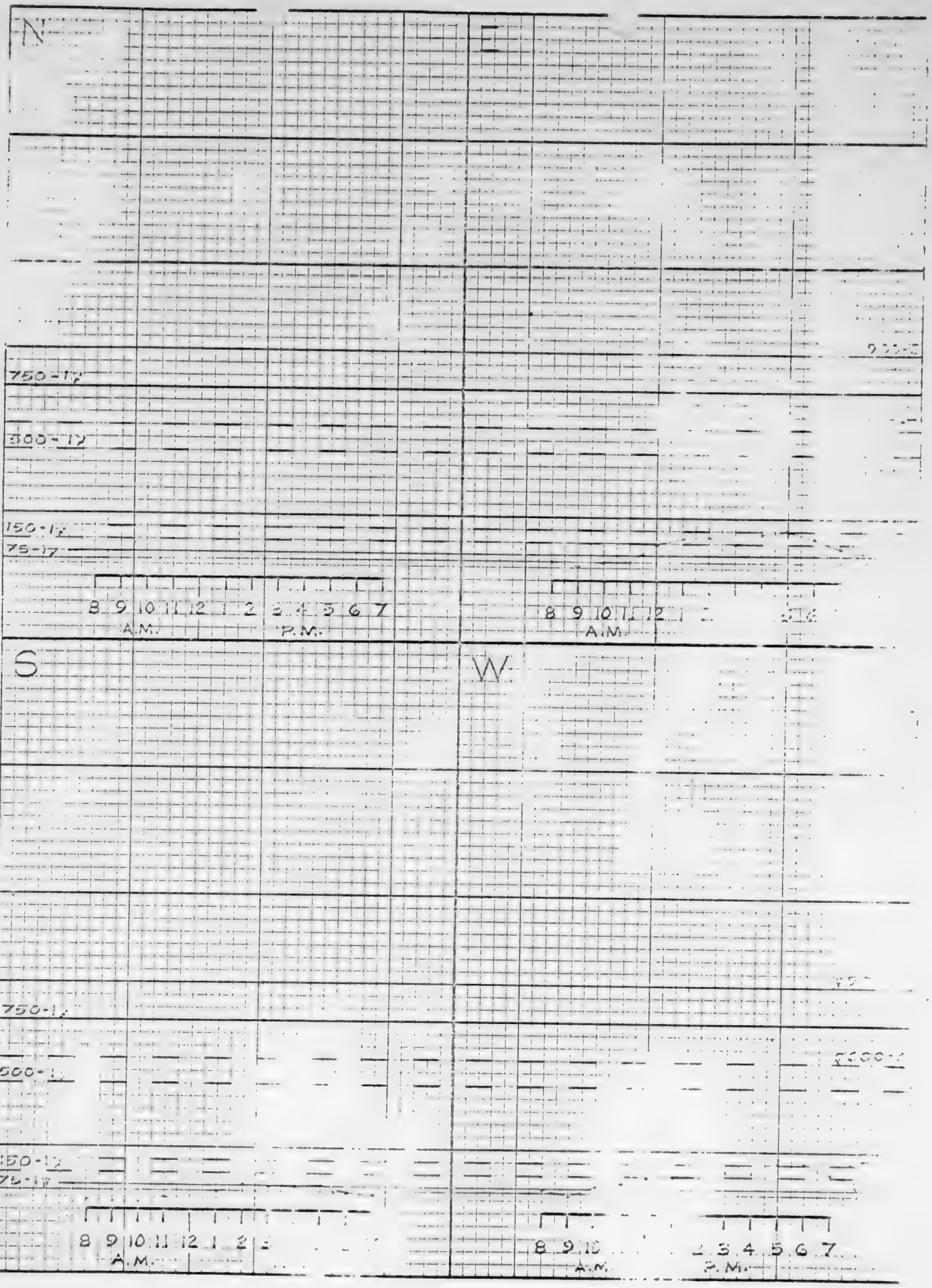
CITY OF _____
INTERSECTION OF _____
AND _____
STATION NO. _____
CODE NO. _____
CLASSIFICATION. _____



	No.	%
Total Vehicles Entering Intersection	81	100
Entering From North & South	2[illegible]	[illegible]
Entering From East & West	[illegible]	[illegible]

To _____

Remarks:
_____
_____
_____
_____
_____



TO THE INCH 46 0703
MADE IN U.S.A.
A. DIETZGEN & ESSER CO.

CITY OF SPRINGFIELD
TRAFFIC ENGINEERING DIVISION
VEHICLE VOLUME COUNT SUMMARY SHEET

INTERSECTION OF CENTENNIAL BV AND 18TH ST
DATE 73/08/30 DAY-THU CONTROL TYPE-TWO WAY STOP
WEATHER-CLEAR ROAD TYPE-ASPHALTIC CONCRETE

	NORTH BOUND				SOUTH BOUND				EAST BOUND				WEST BOUND				TRAFFIC	PEDESTR	
TIME	LEFT	THRU	RITE	TOTL	LEFT	THRU	RITE	TOTL	LEFT	THRU	RITE	TOTL	LEFT	THRU	RITE	TOTL	TOTL	NORTH	SOUTH EA
07:00 TO 07:15	0	1	0	1	5	0	1	6	1	13	0	14	0	17	2	19	40	0	0
07:15 TO 07:30	0	0	1	1	3	2	0	5	2	7	0	9	1	15	5	21	36	0	0
07:30 TO 07:45	1	2	0	3	10	0	0	10	0	16	0	16	0	22	6	28	57	0	0
07:45 TO 08:00	1	0	0	1	15	1	4	20	2	27	0	29	0	24	5	29	79	0	0
08:00 TO 08:15	0	0	0	0	2	3	3	8	5	14	0	19	0	14	0	14	41	0	0
08:15 TO 08:30	1	1	0	2	1	1	4	6	1	12	1	14	0	12	2	14	36	0	0
08:30 TO 08:45	1	0	0	1	4	1	5	10	2	10	1	13	0	22	5	27	51	0	0
08:45 TO 09:00	2	1	0	3	4	0	7	11	3	6	0	9	0	12	2	14	37	0	0
09:00 TO 10:00	1	4	0	5	10	3	18	31	16	54	2	72	0	90	18	108	216	1	1
10:00 TO 11:00	6	2	0	8	26	3	20	49	13	84	5	102	0	101	14	115	274	0	0
11:00 TO 12:00	2	3	1	6	22	6	27	55	30	109	8	147	2	111	35	148	356	0	1
12:00 TO 13:00	3	4	0	7	43	8	32	83	35	121	9	165	4	119	28	151	406	2	1
13:00 TO 14:00	4	5	1	10	44	18	45	107	39	128	8	175	0	113	34	147	439	1	0
14:00 TO 15:00	1	2	1	4	44	19	33	96	29	109	7	145	0	147	34	181	426	2	2
15:00 TO 16:00	6	7	1	14	46	16	33	95	34	145	13	192	2	126	40	168	469	2	0
16:00 TO 16:15	2	1	0	3	14	2	9	25	14	36	2	52	1	42	12	55	135	1	0
16:15 TO 16:30	3	0	1	4	12	3	7	22	8	39	2	49	0	33	17	50	125	2	1
16:30 TO 16:45	2	2	0	4	6	3	9	18	6	37	4	47	0	52	14	66	135	0	0
16:45 TO 17:00	3	1	0	4	17	3	14	34	6	44	3	53	0	42	9	51	142	0	0
17:00 TO 17:15	3	4	0	7	11	4	6	21	4	28	4	36	1	47	5	53	117	0	0
17:15 TO 17:30	1	1	0	2	20	5	6	31	5	40	2	47	0	49	9	58	138	1	0
17:30 TO 17:45	1	0	0	1	16	5	4	25	7	33	3	43	0	48	9	57	126	1	0
17:45 TO 18:00	3	1	0	4	16	1	6	23	4	36	2	42	0	31	10	41	110	0	0
18:00 TO 19:00	2	4	0	6	36	15	18	69	22	107	6	135	1	129	32	162	372	4	1
T O T A L S	49	46	6	101	427	122	311	860	288	1255	82	1625	12	1418	347	1777	4363	17	7
AM PEAK HOUR	3	3	0	6	28	5	11	44	8	64	1	73	0	72	13	85	213		
~~11:00 TO 12:00~~	~~2~~	~~3~~	~~1~~	~~6~~	~~22~~	~~6~~	~~27~~	~~55~~	~~30~~	~~109~~	~~8~~	~~147~~	~~2~~	~~111~~	35	~~148~~	~~356~~	0	1
PM PEAK HOUR																			
16:00 TO 17:00	10	4	1	15	49	11	39	99	34	156	11	201	1	169	52	222	537	3	1

PRINGFIELD
RING DIVISION
UNT SUMMARY SHEET

INTERSECTION OF CENTENNIAL BV AND 18TH ST
DATE 73/08/30 DAY-THU CONTROL TYPE-TWO WAY STOP
WEATHER-CLEAR ROAD TYPE-ASPHALTIC CONCRETE

NORTH BOUND				SOUTH BOUND				EAST BOUND				WEST BOUND				TRAFFIC	PEDESTRIANS				
LEFT	THRU	RITE	TOTL	LEFT	THRU	RITE	TOTL	LEFT	THRU	RITE	TOTL	LEFT	THRU	RITE	TOTL	TOTL	NORTH	SOUTH	EAST	WEST	TOTL
0	1	0	1	5	0	1	6	1	13	0	14	0	17	2	19	40	0	0	0	0	0
0	0	1	1	3	2	0	5	2	7	0	9	1	15	5	21	36	0	0	0	0	0
1	2	0	3	10	0	0	10	0	16	0	16	0	22	6	28	57	0	0	0	0	0
1	0	0	1	15	1	4	20	2	27	0	29	0	24	5	29	79	0	0	0	0	0
0	0	0	0	2	3	3	8	5	14	0	19	0	14	0	14	41	0	0	0	0	0
1	1	0	2	1	1	4	6	1	12	1	14	0	12	2	14	36	0	0	0	0	0
1	0	0	1	4	1	5	10	2	10	1	13	0	22	5	27	51	0	0	0	0	0
2	1	0	3	4	0	7	11	3	6	0	9	0	12	2	14	37	0	0	0	0	0
1	4	0	5	10	3	18	31	16	54	2	72	0	90	18	108	216	1	1	3	4	9
6	2	0	8	26	3	20	49	13	84	5	102	0	101	14	115	274	0	0	3	0	3
2	3	1	6	22	6	27	55	30	109	8	147	2	111	35	148	356	0	1	0	0	1
3	4	0	7	43	8	32	83	35	121	9	165	4	119	28	151	406	2	1	0	2	5
4	5	1	10	44	18	45	107	39	128	8	175	0	113	34	147	439	1	0	2	6	9
1	2	1	4	44	19	33	96	29	109	7	145	0	147	34	181	426	2	2	7	3	14
6	7	1	14	46	16	33	95	34	145	13	192	2	126	40	168	469	2	0	2	7	11
2	1	0	3	14	2	9	25	14	36	2	52	1	42	12	55	135	1	0	1	2	4
3	0	1	4	12	3	7	22	8	39	2	49	0	33	17	50	125	2	1	0	0	3
2	2	0	4	6	3	9	18	6	37	4	47	0	52	14	66	135	0	0	0	0	0
3	1	0	4	17	3	14	34	6	44	3	53	0	42	9	51	142	0	0	0	0	0
3	4	0	7	11	4	6	21	4	28	4	36	1	47	5	53	117	0	0	0	0	0
1	1	0	2	20	5	6	31	5	40	2	47	0	49	9	58	138	1	0	1	2	4
1	0	0	1	16	5	4	25	7	33	3	43	0	48	9	57	126	1	0	0	0	1
3	1	0	4	16	1	6	23	4	36	2	42	0	31	10	41	110	0	0	0	0	0
2	4	0	6	36	15	18	69	22	107	6	135	1	129	32	162	372	4	1	0	6	11
49	46	6	101	427	122	311	860	288	1255	82	1625	12	1418	347	1777	4363	17	7	19	32	75
3	3	0	6	28	5	11	44	8	64	1	75	0	72	13	85	212	0	1	0	0	1
~~2~~	~~3~~	~~1~~	~~6~~	~~22~~	~~6~~	27	~~55~~	~~30~~	109	~~1~~	147	~~2~~	~~111~~	35	~~148~~	~~356~~					
10	4	1	15	49	11	39	99	34	156	11	201	1	169	52	222	537	3	1	1	2	7

CITY OF SPRINGFIELD
TRAFFIC ENGINEERING DIVISION
TRAFFIC CLASSIFICATION SUMMARY SHEET

INTERSECTION OF CENTENNIAL BV AND 18TH ST
DATE 73/08/30 DAY-THU CONTROL TYPE-TWO WAY STOP
WEATHER-CLEAR ROAD TYPE-ASPHALTIC CONCRETE

	NORTH LEG					SOUTH LEG					EAST LEG					WEST LE		
TIME	PASS CARS	LT TRCK	HVY. TRCK	BUS	TOTAL	PASS CARS	LT TRCK	HVY. TRCK	BUS	TOTAL	PASS CARS	LT TRCK	HVY. TRCK	BUS	TOTAL	PASS CARS	LT TRCK	HVY. TRCK
07:00 TO 07:15	10	0	0	0	10	1	0	0	0	1	36	0	0	1	37	31	0	0
07:15 TO 07:30	11	0	1	0	12	3	1	0	0	4	31	1	0	0	32	23	0	1
07:30 TO 07:45	16	2	0	0	18	3	0	0	0	3	50	3	0	1	54	37	1	0
07:45 TO 08:00	27	0	0	0	27	2	0	0	0	2	68	2	1	0	71	55	2	1
08:00 TO 08:15	11	0	2	0	13	3	0	0	0	3	26	0	3	1	30	30	0	5
08:15 TO 08:30	9	0	1	0	10	4	0	0	0	4	25	0	2	0	27	28	0	3
08:30 TO 08:45	14	1	2	0	17	3	0	0	0	3	38	1	1	1	41	39	0	1
08:45 TO 09:00	15	1	1	0	17	3	0	0	0	3	21	2	1	0	24	27	1	2
09:00 TO 10:00	67	2	0	0	69	10	0	0	0	10	166	4	0	2	172	177	2	0
10:00 TO 11:00	74	0	4	0	78	15	0	1	0	16	217	1	5	2	225	220	1	6
11:00 TO 12:00	118	3	2	0	123	21	1	0	0	22	273	2	3	2	280	276	6	3
12:00 TO 13:00	145	1	4	0	150	28	0	0	0	28	308	3	2	2	315	311	2	4
13:00 TO 14:00	178	6	1	0	185	35	0	1	0	36	313	5	0	2	320	332	3	0
14:00 TO 15:00	160	1	0	0	161	30	0	0	0	30	330	3	0	2	335	322	2	0
15:00 TO 16:00	176	0	0	0	176	45	0	0	0	45	356	0	2	2	360	353	0	2
16:00 TO 16:15	52	0	0	0	52	8	0	0	0	8	103	1	0	1	105	103	1	0
16:15 TO 16:30	46	0	1	0	47	9	0	0	0	9	101	0	1	0	102	92	0	0
16:30 TO 16:45	40	0	0	0	40	11	0	0	0	11	107	1	0	1	109	108	1	0
16:45 TO 17:00	49	1	0	0	50	10	0	0	0	10	109	1	1	1	112	108	2	1
17:00 TO 17:15	33	0	1	0	34	16	0	0	0	16	90	0	1	1	92	91	0	0
17:15 TO 17:30	44	0	2	0	46	8	0	1	0	9	117	0	1	0	118	103	0	0
17:30 TO 17:45	40	0	1	0	41	9	0	0	0	9	102	2	1	1	106	91	2	2
17:45 TO 18:00	38	0	0	0	38	7	0	0	0	7	92	1	0	0	93	81	1	0
18:00 TO 19:00	126	1	0	0	127	28	0	0	0	28	301	1	0	3	305	279	2	0
T O T A L S	1499	19	23	0	1541	312	2	3	0	317	3380	34	25	26	3465	3317	29	31
PERCENTAGES	97.3 PCNT	1.2 PCNT	1.5 PCNT	.0 PCNT		98.4 PCNT	.6 PCNT	.9 PCNT	.0 PCNT		97.5 PCNT	1.0 PCNT	.7 PCNT	.8 PCNT		97.5 PCNT	.9 PCNT	.9 PCNT

AM PEAK HOUR
11:00 TO 12:00
PM PEAK HOUR
16:00 TO 17:00

PRINGFIELD
RING DIVISION
TION SUMMARY SHEET

INTERSECTION OF CENTENNIAL BV AND 18TH ST
DATE 73/08/30 DAY-THU CONTROL TYPE-TWO WAY STOP
WEATHER-CLEAR ROAD TYPE-ASPHALTIC CONCRETE

NORTH LEG					SOUTH LEG					EAST LEG					WEST LEG				
ASS CARS	LT TRCK	HVY. TRCK	BUS	TOTAL	PASS CARS	LT TRCK	HVY. TRCK	BUS	TOTAL	PASS CARS	LT TRCK	HVY. TRCK	BUS	TOTAL	PASS CARS	LT TRCK	HVY. TRCK	BUS	TOTAL
10	0	0	0	10	1	0	0	0	1	36	0	0	1	37	31	0	0	1	32
11	0	1	0	12	3	1	0	0	4	31	1	0	0	32	23	0	1	0	24
16	2	0	0	18	3	0	0	0	3	50	3	0	1	54	37	1	0	1	39
27	0	0	0	27	2	0	0	0	2	68	2	1	0	71	55	2	1	0	58
11	0	2	0	13	3	0	0	0	3	26	0	3	1	30	30	0	5	1	36
9	0	1	0	10	4	0	0	0	4	25	0	2	0	27	28	0	3	0	31
14	1	2	0	17	3	0	0	0	3	38	1	1	1	41	39	0	1	1	41
15	1	1	0	17	3	0	0	0	3	21	2	1	0	24	27	1	2	0	30
67	2	0	0	69	10	0	0	0	10	166	4	0	2	172	177	2	0	2	1
74	0	4	0	78	15	0	1	0	16	217	1	5	2	225	220	1	6	2	229
118	3	2	0	123	21	1	0	0	22	273	2	3	2	280	276	6	3	2	287
145	1	4	0	150	28	0	0	0	28	308	3	2	2	315	311	2	4	2	319
178	6	1	0	185	35	0	1	0	36	313	5	0	2	320	332	3	0	2	337
160	1	0	0	161	30	0	0	0	30	330	3	0	2	335	322	2	0	2	326
176	0	0	0	176	45	0	0	0	45	356	0	2	2	360	353	0	2	2	357
52	0	0	0	52	8	0	0	0	8	103	1	0	1	105	103	1	[illegible]	1	105
46	0	1	0	47	9	0	0	0	9	101	0	1	0	102	92	0	0	0	92
40	0	0	0	40	11	0	0	0	11	107	1	0	1	109	108	1	0	1	110
49	1	0	0	50	10	0	0	0	10	109	1	1	1	112	108	2	1	1	112
33	0	1	0	34	16	0	0	0	16	90	0	1	1	92	91	0	0	1	92
44	0	2	0	46	8	0	1	0	9	117	0	1	0	118	103	0	0	0	103
40	0	1	0	41	9	0	0	0	9	102	2	1	1	106	91	2	2	1	96
38	0	0	0	38	7	0	0	0	7	92	1	0	0	93	81	1	0	0	82
126	1	0	0	127	28	0	0	0	28	301	1	0	3	305	279	2	0	3	284
1499	19	23	0	1541	312	2	3	0	317	3380	34	25	26	3465	3317	29	31	26	34 [illegible]
97.3 PCNT	1.2 PCNT	1.5 PCNT	.0 PCNT		98.4 PCNT	.6 PCNT	.9 PCNT	.0 PCNT		97.5 PCNT	1.0 PCNT	.7 PCNT	.8 PCNT		97.5 PCNT	.9 PCNT	.9 PCNT	.8 PCNT	

PROJ. #3

E 1,343,000

1650

461.8

462

462.9

1760

462.6

461.2

Paved

461.6

CENTENNIAL BLVD.

461.7

461.9

1158

1148

1138

460.5

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Paved

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461.0

1701

Tr. 1750

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461.7

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1760

1770

1790

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1365 1679 1731 1735 1737 1747 1751 1757 1761 1771 1805 1825

461.0 461.1 461.1 461.3 461.1 461.5 461.6 461.6 461.6 461.6 461.6 461.6

461.4 461.3 461.3 461.3 461.6 461.5 461.5 461.7 461.5 461.7 461.6 461.7

1670 1700 1708 1730 1722 1732 1780 1792 1820 1830 1842 1846

460.8 460.8 461.5

462.2 "L"

1225 1835 1843

463.8 464.2

464.1 463.7

1846

1841

463.7 463.6

463.4

1840 1/2

463.1 463.3

1830 1840 1860

462

461.5

1865 1899

462.6 462.6

462.3 462.5 462.6

1858 1872 1888

N 880,000

MATCH TO SHEET F8

1670 1700 1708 1730 1722 1732 1780 1792 1820 1830 1842 1846

460.8 460.8 460.8 "I" 461.5

1673 1707 1733 950

461.6 461.6 461.6 461.3 461.3

461.3 461.2 461.3 461.3

1670 1704 1718 1732 922

460.6 "H" 460.9 S T.

460

460.6

1671 1707 1721 1733 842

462.2 462.2 462.3

462.5 462.3 462.3

1666 1706 1716 1732 818

461.6 "G"

461.0 STREET 461.0

461.8 951 1819 1827 1837

462.1 462.4 462.2

462.3 462.6 462.2

929 1816 1828 1838

461.4 461.1 "H"

462 462.1 1827 1835

462.4 462.2

845 461.8

461.8 461.9 463.0

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1814 461.6 462.4

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1673 1705 1719 1733 744

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461.8 462.4

463.1 462 462.6

1670 1706 1716 1730 718

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745 1817 1825 1837

461.8 463.5

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463.3 463.4

619

463.6 1814 1826 1832

N 879,000

1868 1877

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840

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1868 463.5

1871 1879

463.7 463.7

464 464.6 464.6

1868 1880 1888

G8

STREET

STREET

STREET

20TH

19TH

20TH STREET

SUB STATION

Sub Station

MATO

1888 1966 1978 2024 2026

464

462.2 "L" 463.4 463.7 463.6

1225 1835 1843 1855 1905 1919 1929 1941 1953 2005 2017

463.8 464.2 464.5 464.2 464.2 464.3 464.7 464.7 464.8 464.9 465.3

STREET

1211

463.7 465.1 465.3

1846 1854 2004 2050

464

463.6 463.8 CENTENNIAL 464.8

461.7

1155 1841 1920 1/2

463.7 463.6 464.2 464.7 465.0 465.3

Paved

1137 1840 1/2 1920 1/2

463.4

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1127

463.1 463.3 463.5 463.6 464.3 464.2 464.7 465.0 465.2 465.0

18TH

1820 1830 1840 1860 1880 1920 1954 1966 1980 1992 2004 2016

462 464

460.8 461.5 "J" 463.7 464.8

25 1835 1865 1899 1901 1907 1917 1927 1965 1977 1985 2005

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STREET

1078 1079

1068 1069

1058 1059

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461.8

46 1850 1858 1872 1888 1906 1918 1934 1944 1950 1958

464

461.8 462 462.9 STREET

1851 1857 1869 1881 1889 950 1911 1921 1933 1943 1957 20TH 1981

462.4 462.3 462.5 462.5 461.3 462.4 462.7 463.0 463.1 463.3 463.7 464.5 464.4

H TO SHEET G7

STREET

BLVD.

STREET

STREET

Church

MAPLE ELEMENTARY SCHOOL

2028 2030 2081 2085 1234 1220 062 2064 2066 1255 2114 2136 2144 2156 2119 2129 2139 2149 2159 21.4 2128 2138 2148 2158 1140 1145 1135 2115 2127 2137 2147 2157 1112 1125 2130 2140 2206 2216 2230 2308 231 230 2326 2340 240 2061 1080 1060 1040 950 2109 2405

MAPLE ELEMENTARY SCHOOL

21 ST

STREET

22ND

23RD

23 RD ST.

DUBENS

"G"

CH TO SHEET G9

PROJECT L

18th & Cente

MATCH TO SHEET H

"I" ST.

"H" STREET

25 TH

LANE

26 TH ST.

1018 1008 1009 933 934 921 920 913 910 905 900 901 858 823 817 807 894 902 909 927 2531 2555 2536 2546 1000 2535 2545 970 2538 2548 960 2336 2352 2360 2335 2345 2355 2365 2389 2395 880 860 875 573 845 840 2620 1/2 2470 1/2 2376 2400 2440 2470 2480 2520 2540 2570 2620 2650 2405 2425 2455 2475 2495 2515 2543 2571 2575 765 2611

PREPARED BY THE OFFICE OF H. G. CRICKERBOCK JR., ... DRAWINGTRIST INC., EUGENE, OREGON

G 8

PROJECT LOCATION

18th & CENTENNIAL

OF H. G. CHICKERING JR., CONSULTING PHOTOGRAMMETRIST INC., EUGENE, OREGON

G 8

E1,346,000

Airplane Hangars

3-4

466.6 466.4 466.2 465.2

464.4 466.6

466

465.4 466.7 467.4 466.7

468 466.8

2480 2430 468.6 2604 2612 466.7

468.6

467.8 CENTENNIAL BLVD

466.8 467.1 467.2 467.0

465.8 2485 2495 2505 2511 2515 2623 2633

467.9 467.6

467.1 466.9 467.0 467.0 466.9 466.8

465.5 467.2 467.3

465.6 465.7 465.3 466.3 467.2 467.3

465.9 2326 2340 2401 2422 2428 2440 2500 2520 2540 2554 2564

STREET O 466.5 467.3 467.2

466.6 466.2 466.6

2405 2419 2439 2505 2525 2535 2545 2563

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465.9 467.2 466.8 1028 467.6 467.8

STREET O 467.4

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933 "I" 468.7 S T.

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MATCH TO SHEET H8

E 1,343,000

N 883,000

• SIGN

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WS 448.8

WS 448.9

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1742

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1690

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1658

1636

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1610

1657

1625

458

Paved

Church

Curb

Curb

17TH STREET

MOHAWK BLVD.

1974

NEW

459.5

460.4

460.2

459.1

458.8

458.7

457.6

457.4

N882,000

TO SHEET E

MATCH TO SHEET F7

N882,000

459.5

460

460.4

1636

1618

1610

460.2

17 TH

1620

MOHAWK BLVD.

1972

460.2

Paved

1625

461.8

462.8

NEW OLYMPIC STREET

UNDER CONSTRUCTION

18TH STREET

461.2

Paved

461.7

461.9

Parking

1565

461.4

461.8

461.7

461.7

1561

462.7

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1518

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Paved

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1521

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SCOTT

462

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1499

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18 TH

1880

1812

462.9

461.6

1813 Apt.

462.5

Paved

Paved

1317

462.7

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1501

Parking

461.7

463.0

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Paved

461.7

Paved

1660

1650

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461.5

462.9

463.6

1834

SIGNALI

New Developament

OLYMPIC NEW STREET

10TH STREET

NEW OLYMPIC STREET

18TH STREET

UNDER CONSTRUCTION

"M" STREET

SCOTT

ROAD

Paved

Pool

1561
1571
1518
1551
1511
1852
1888
1900
1910
1920
1930
1990
2000
1499
1853
1845
1649
1899
1917
1985
1995
1447
1933
1880
1812
1813 Apt.
1348 Apt.
1879 Apt.
1317
1834
1876
1886
1888

ED INTERSECTIONS (EXISTING)

E 1,345,000

MATCH TO SHEET G6

SIGN

SIGN

SIGN

462.9 463.5 466.7 466.7 467.0

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466 New

Development

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465.0 465.6

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W S 454.3

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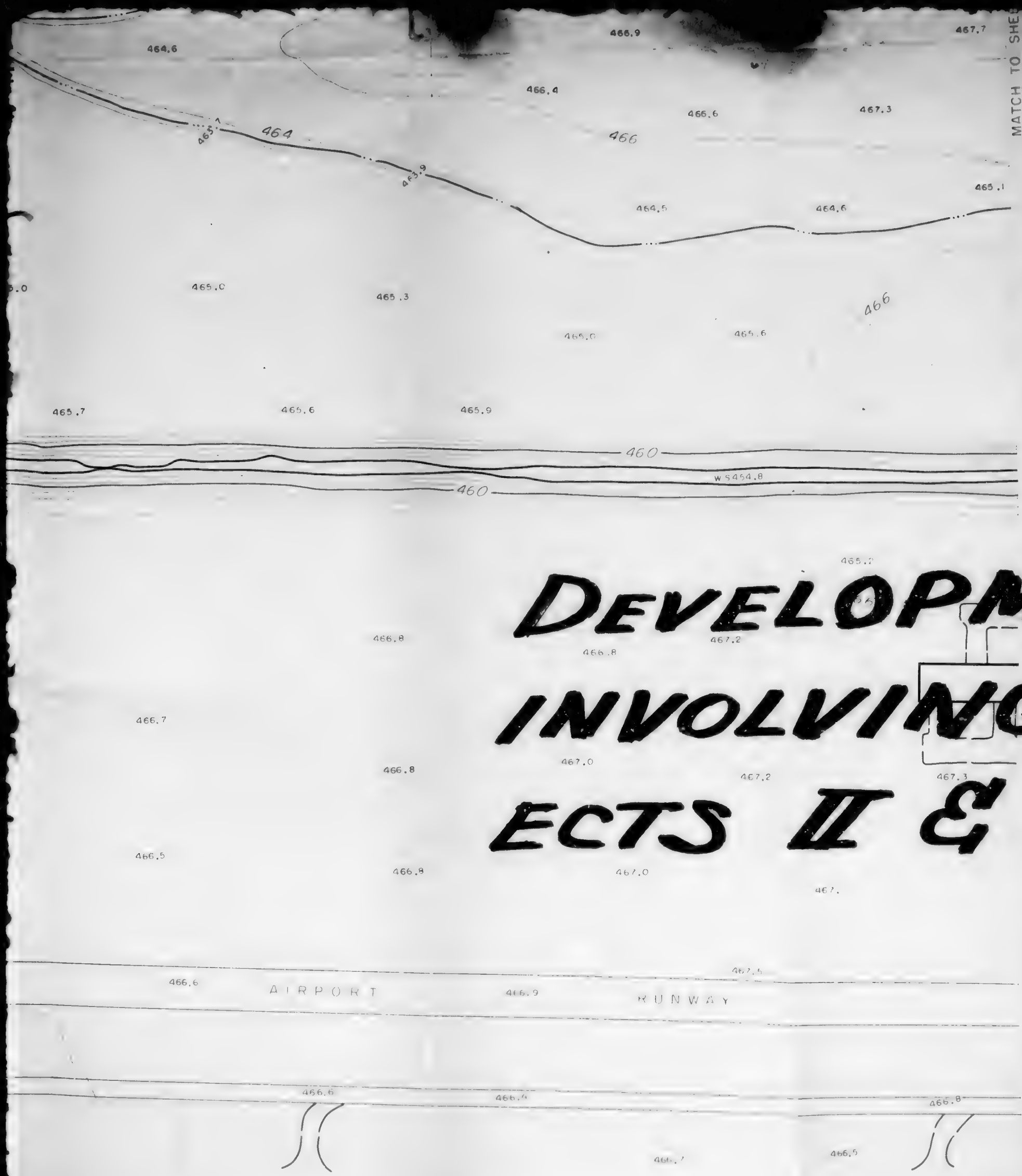
MATCH TO SHEET G8

DEVELOPM
INVOLVING
ECTS II &



PREPARED BY THE OFFICE OF H.G. CHICKERING JR., CONSULTING PHOTOGRAMMETRIST INC., EUGENE, OREGON

DEVELOPMENTS INVOLVING PROJ-ECTS II & III

OFFICE OF H.G. CHICKERING JR., CONSULTING PHOTOGRAMMETRIST INC., EUGENE, OREGON

G 7

E 1,346,000

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SIGN

470

SIGN

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467.3

MATCH TO SHEET H7

6/71

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date January 27, 1975

Applicant Agency City of Springfield, Oregon

Federal Aid System Route No. _____ Route Name Olympic Street

Project Name Olympic & 28th Streets Signalization

Project Length 150 feet Project Location (Attached sketch map)

Project Description Install Eight-Phase Traffic Signal with Left Turn Lanes.

Average Daily Traffic * 4300 Design Speed 35MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 57'/44' Travel Lanes 5 and 3 Shoulders None

Medians None Parking None

Sidewalks Yes

Other Curb and Gutter

2. Desired Roadway Cross Section: (Attach sketch)

Width 57'/44' Travel Lanes 5 and 4 Shoulders None

Medians None Parking

Curbed Yes Length Curb Radii Varies

Sidewalk/Bikeway Yes

Other None

FOOTNOTES: The only improvement to the intersection will be signalization.
* Increase by 5,000 after Commercial Development of the south and west of this intersection

Description of Proposed Roadway Work To signalize this intersection to increase safety and regulate the flow of traffic to and from the shopping area to the south and west of this intersection.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 80'

2. Will Additional Right-of-Way Be Needed? No Explain Signalization is the only improvement to be made.

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? No cost to project.

4. Will there be any persons displaced from their homes, farms or businesses?
No If so, explain

5. Will this project affect any park or recreation facility? No
If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: None

2. Proposed Signalization:

Location Olympic Street & 28th Street

Type Traffic Actuated
Phases Eight-Phase
Type of Suspension Mast Arm
Interconnected None
Other

FOOTNOTES: This intersection will meet warrants soon after the expansion of the Commercial Area to the west and east, 1975-1976.

3. Permanent Signing:

Include in project or by applicant? By Applicant

4. Permanent Striping:

Include in project or by applicant? By Applicant

IV. ILLUMINATION DATA

1. Present Illumination and Location: Incandescent - southeast corner

2. Proposed Illumination:

Location At opposite corners of the intersection utilizing proposed signal poles
Type Mercury Vapor or High-pressure Sodium Type III or IV

V. STRUCTURE DATA

1. Existing Structure: None

Location
Type
Size
To Remain in Place?

2. Proposed Structure: None

Location

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

12/6/71

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date January 27, 1975

Applicant Agency City of Springfield, Oregon
Federal Aid System Route No. _____ Route Name Olympic Street
Project Name Olympic Street & 21st Street Signalization

Project Length 150 feet Project Location (Attached sketch map)
Project Description Install Two-Phase Traffic Signal

Average Daily Traffic * 3250 Design Speed 35MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 57'/44' Travel Lanes 5 and 2 Shoulders None
Medians None Parking South Leg
Sidewalks Yes
Other Curb and Gutter

2. Desired Roadway Cross Section: (Attach sketch)

Width 57'/44' Travel Lanes 5 and 2 Shoulders None
Medians None Parking South Leg
Curbed Same Length Curb Radii Existing 20 feet
Sidewalk/Bikeway Yes
Other None

FOOTNOTES: The only improvement to the intersection will be signalization.
* Increase by 5,000 after Commercial Development to the south and east of this intersection.

Description of Proposed Roadway Work To signalize this intersection to increase safety and regulate the flow of traffic to and from the Commercial Area to the south, east and west of this intersection.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 70' Minimum 60' Maximum 80'

2. Will Additional Right-of-Way Be Needed? No Explain Signalization is the only improvement to be made.

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? No cost to project.

4. Will there be any persons displaced from their homes, farms or businesses? No If so, explain

5. Will this project affect any park or recreation facility? No If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: None

2. Proposed Signalization:

Location Olympic and 21st Streets

Type Traffic Actuated
Phases Two-Phase
Type of Suspension Mast Arm
Interconnected No
Other

FOOTNOTES: This intersection will meet warrants soon after the expansion of the commercial area to the east and south - 1975-1976.

3. Permanent Signing:

Include in project or by applicant? By Applicant

4. Permanent Striping:

Include in project or by applicant? By Applicant

IV. ILLUMINATION DATA

1. Present Illumination and Location: None

2. Proposed Illumination:

Location At opposite corners of the intersection utilizing proposed signal poles
Type Mercury Vapor or High-pressure Sodium Type III or IV

V. STRUCTURE DATA

1. Existing Structure:

Location At intersection
Type Box culvert
Size 10' x 8' x 75'
To Remain in Place? Yes

2. Proposed Structure: None

Location

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired? None

Are there any unusual or complicating conditions?

VI. RAILROAD DATA

1. Are there any railroad crossings? None Location

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of tracks: Mainline Siding Total
Angle of Intersection
Sight distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered?

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections

2. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ -0-
Right-of-Way Costs (If participating)	-0-
Traffic Control	28,800
Illumination	1,200
Structures	-0-
Railroad	-0-
Other	-0-
Preliminary Engineering	
PROJECT TOTAL	$ 30,000

FOOTNOTES:

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Springfield
By
By

County
By
By
By

NEW

OLYMPIC STREET

18TH STREET

PROPOSED PARKING (90 CARS)

REST.

OFFICE BLD.

1551

1511

1852

1888

1900

1910

1920

1930

1990

2000

2002

SCOTT ROAD

1499

1853

1845

1849

1899

1917

1985

1995

1933

1447

1890

1890

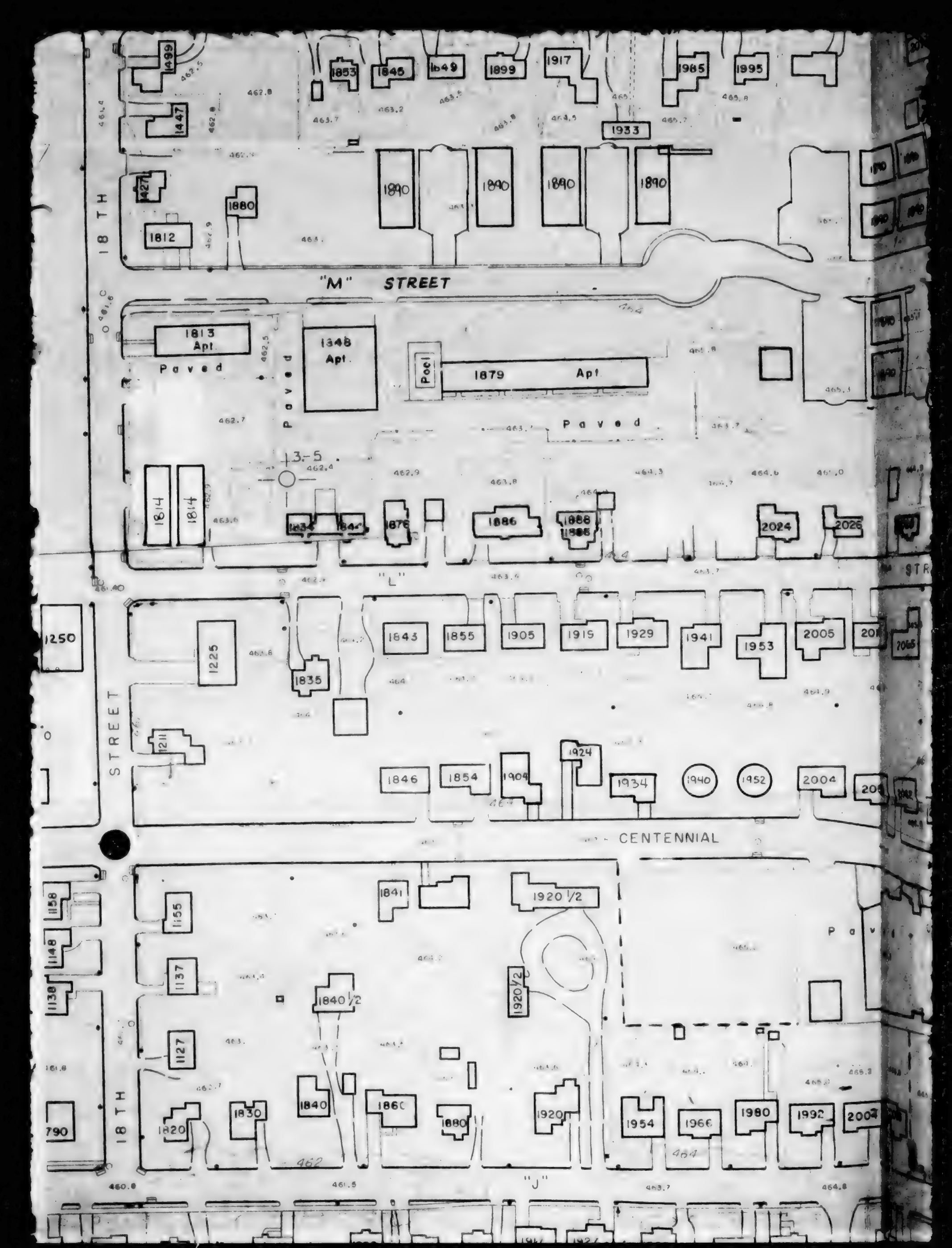
1890

1890

1880

1812

"M" STREET


18 TH
"M" STREET
1499
1447
1427
1812
1880
1853
1846
1849
1899
1917
1933
1985
1995
1890
1890
1890
1890
1813 Apt.
Paved
1348 Apt.
Pool
1879 Apt.
Paved
Paved
3-5
1814
1814
1876
1886
1888
1888
2024
2026
"L"
1250
1225
1835
1843
1855
1905
1915
1929
1941
1953
2005
STREET
1211
1846
1854
1904
1924
1934
1940
1952
2004
CENTENNIAL
1158
1155
1148
1137
1138
1127
1841
1920 1/2
1840 1/2
1920 1/2
18 TH
790
1820
1830
1840
1860
1880
1920
1954
1966
1980
1992
2004
"J"

"M" STREET

1813 Apt.

Paved

1848 Apt.

Pool

1879 Apt.

Paved

Paved

3-5

1814

1814

1884

1876

1886

1888

2024

2026

"L"

1250

1225

1835

1843

1855

1905

1915

1929

1941

1953

2005

STREET

1211

1846

1854

1904

1924

1934

1940

1952

2004

CENTENNIAL

1158

1155

1148

1137

1138

1127

1841

1920 1/2

1840 1/2

1920 1/2

Paved

18TH

790

1820

1830

1840

1860

1880

1920

1954

1966

1980

1992

2004

"J"

1825

1835

1865

1899

1901

1907

1917

1927

1965

1915

1078

1068

STREET

1890
1890
1890
1890
2028
2030
STREET
2017
2065
2081
2085
1234
1220
2050
2062
2064
2066
2114
2136
2144
2156
2270
1255
2119
2129
2139
2149
2159
2263
2275
21.4
2128
2138
2148
2158
2286
BLVD.
Church
1140
1112
2004
2016
STREET
1145
1135
2115
2127
2137
2147
2157
2308
231
1125
18
2130
2140
2206
2216
2230
2206
230
STR
2061
1080
1079
1069
1060
2109
MAIN
STREET

NEW INDUSTRIAL

Parking

Concrete

Parking

Parking

21ST ST.

2012

2075

2085

1890

1890

1890

1890

1890

1890

EXISTING SIGNALS

PROPOSED SIGNALS

X467.8

X467.4

X467.3

466

X467.2

X467.6

X455.1

462

464

X467.0

X467.8

POSSIBLE COMMERCIAL SHOPPING CENTER

X466.2

AIRPORT

RUNWAY

RPORT

466.9

RUNWAY

467.5

466.6

466.4

X 467.4

Airplane Hangers

3-4

466.6

466.4

466.2

466.7

464.4

466.6

466

466.7

2480

2430

2500

2514

2604

2612

2634

2349

2485

2495

2505

2511

2515

2623

2340

240

2428

2440

2500

2520

2540

2405

2419

2439

2505

2535

2545

2563

1028

1018

1017

1050

STREET O

EET

ST.

RUNWAY

RUNWAY

STREET

28TH & A.P.

28TH

gravel

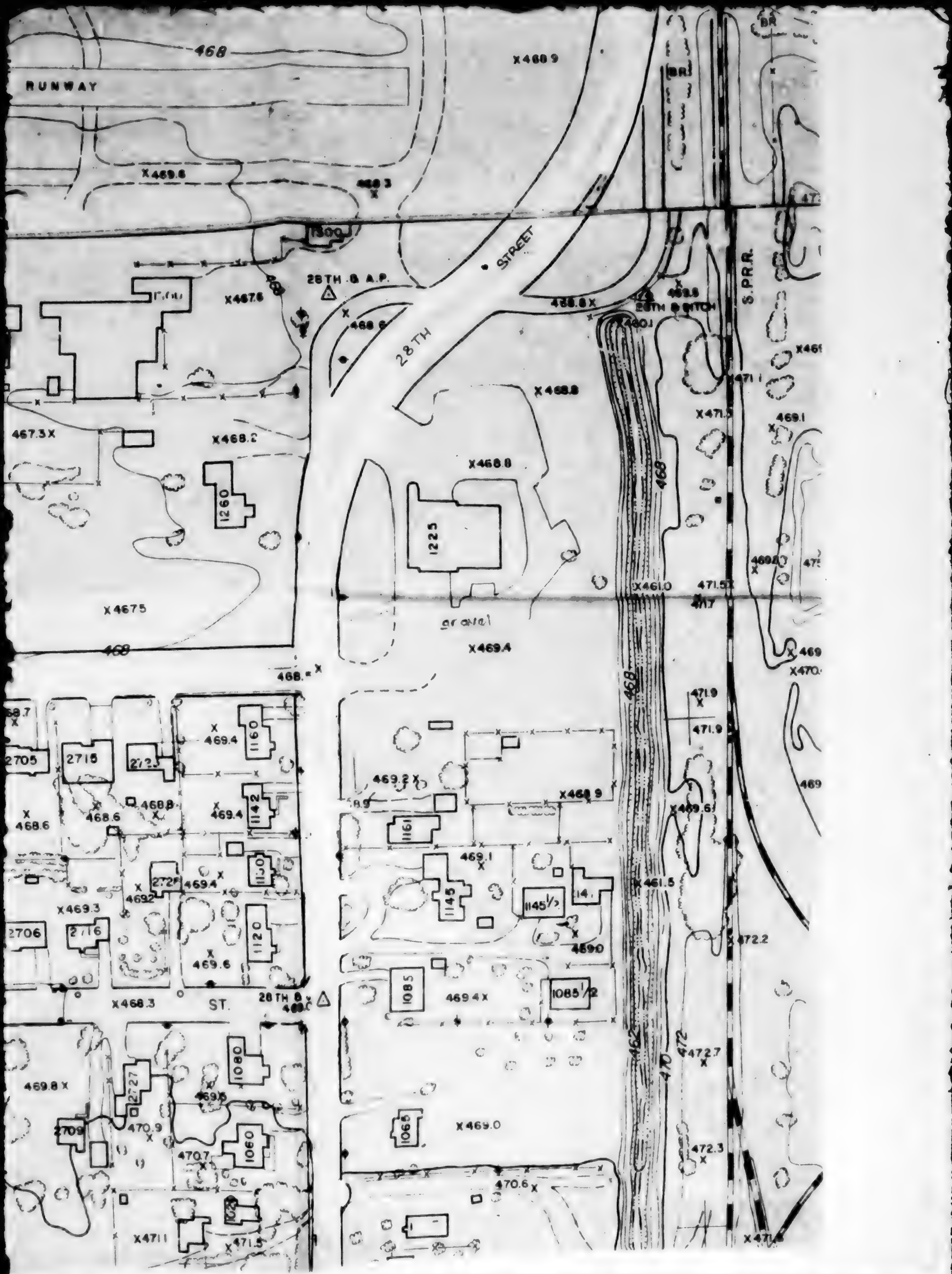
CENTENNIAL

"J"

ST.

28TH &

ST.


RUNWAY
468
X468.9
X469.8
468.3
1500
STREET
28TH & A.P.
X467.6
468.6X
28TH & PITCH
S.P.R.R.
28TH
X468.8
X468.8
X468.8
1260
1225
X4675
gravel
X469.4
468
X461.0
471.5X
471.7
469.1
X471.5
X469.4
X469.6
X469.2X
X468.9
X469.6
1161
1145
1145½
469.1
X461.5
X472.2
4690
1085
1085½
469.4X
X469.0
1065
470.6X
X472.7
472.3
X471.1
X469.3
X468.3
ST.
28TH &
X469.8X
2709
470.9
470.7
1060
1080
X4711
X471.5
2705
2715
2725
1160
1142
1130
1120
2706
2716
2727
X468.6
X469.4
X469.2
X469.3
X469.6
X469.8X
X469.4
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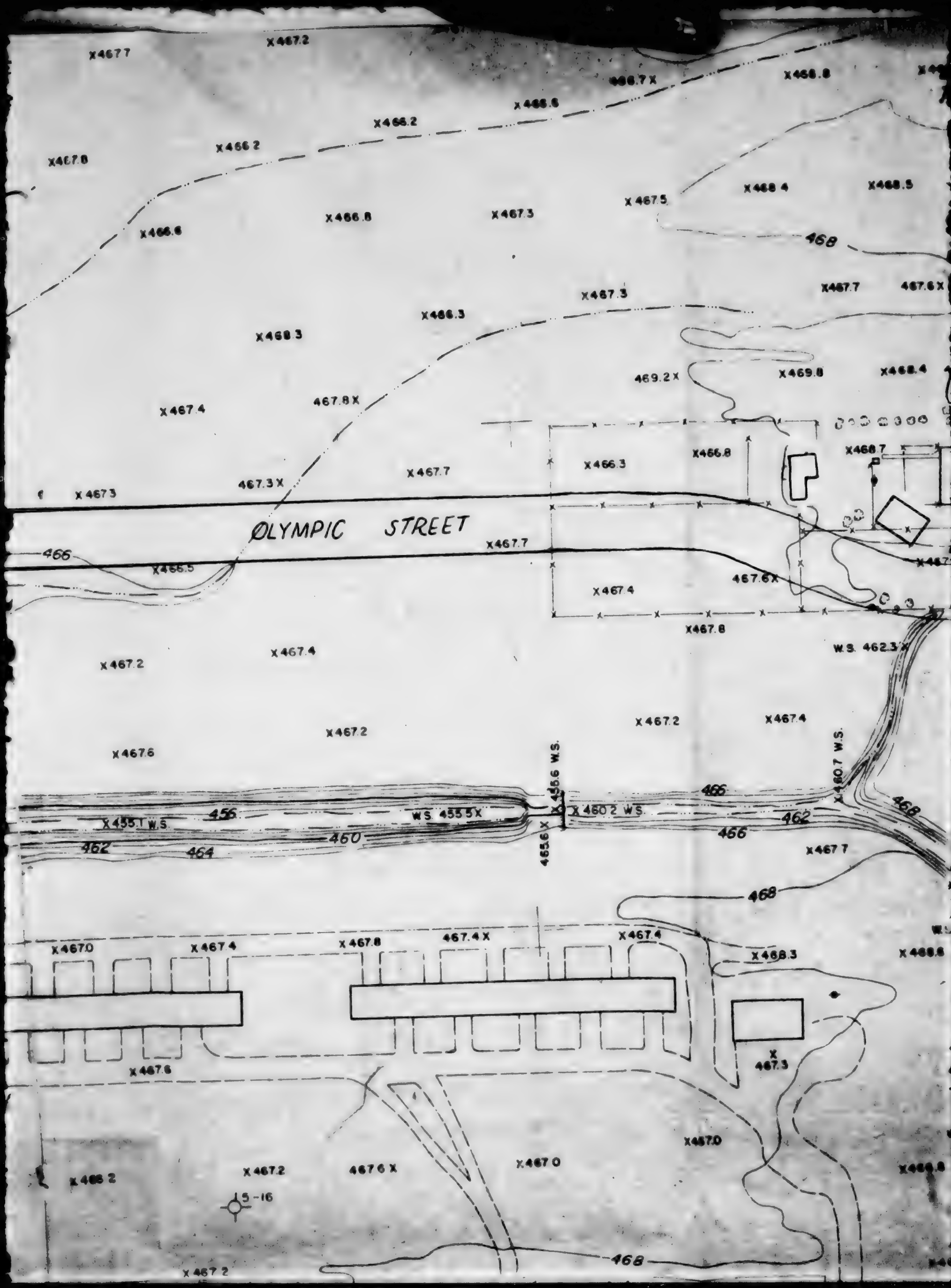
X472.3
X471.1


X467.7
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X468.8
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X467.7
467.6X
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469.2X
X469.8
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X467.4
467.8X
X466.8
X468.7
X466.3
X467.7
467.3X
X467.3
OLYMPIC STREET
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X466.5
467.6X
X467.4
X467.8
W.S. 462.3X
X467.2
X467.4
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X467.6
W.S.
455.6 W.S.
X460.7 W.S.
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X455.1 W.S.
456
W.S. 455.5X
X460.2 W.S.
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455.6X
X467.7
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X467.0
X467.4
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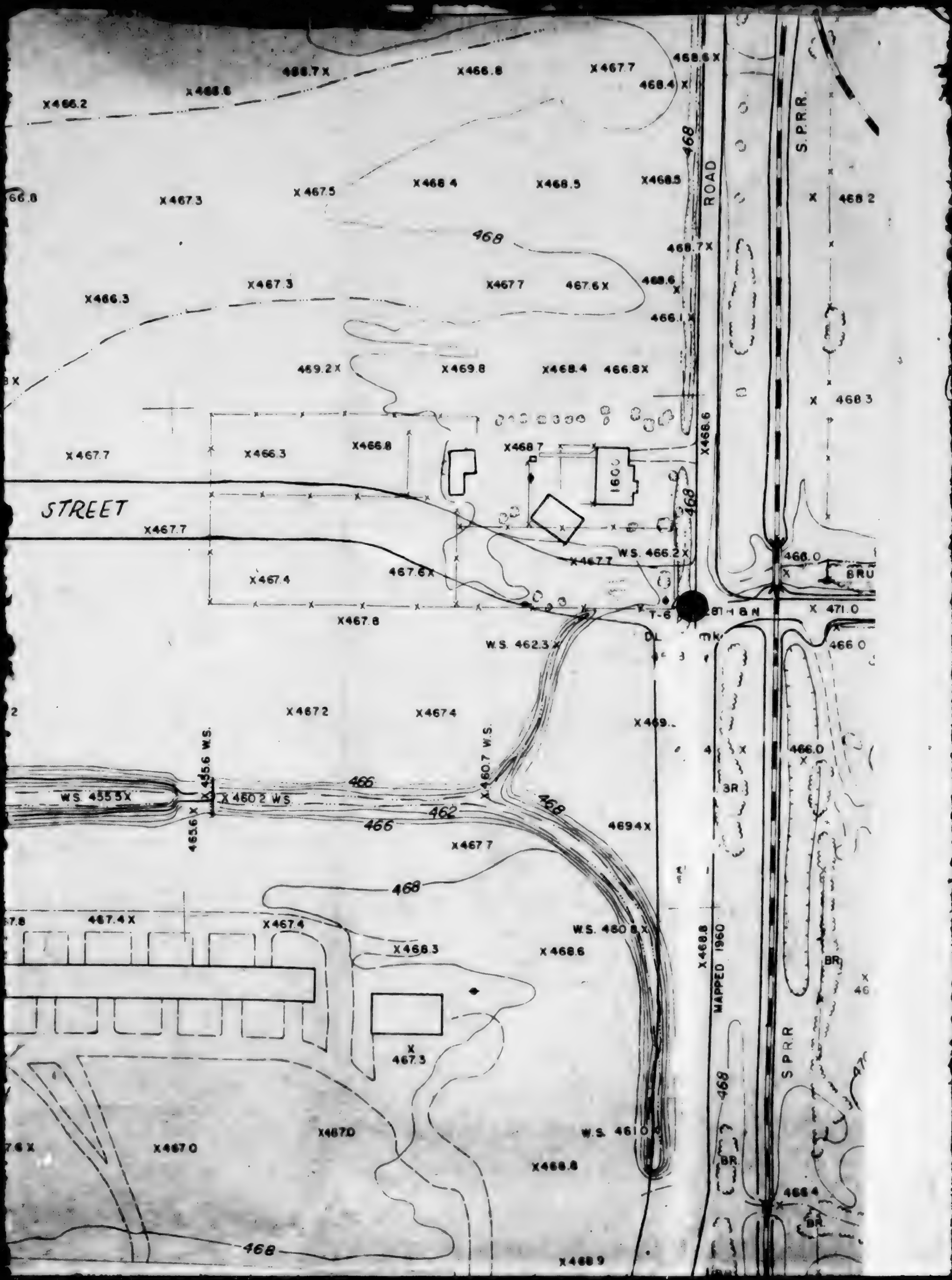
X467.8
X467.0
X467.2
467.6X
X467.0
X468.8
S-16
468
X467.2


X466.2
X466.8
X466.7
X467.7
468.6X
468.4X
468
ROAD
S.P.R.R.
X467.5
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468.7X
X467.3
X467.7
467.6X
468.6
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469.2X
X469.8
X468.4
466.8X
X468.3
X467.7
X466.3
X466.8
X468.7
X468.6
1600
STREET
X467.7
W.S. 466.2X
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467.6X
X467.4
X467.8
T-6
W.S. 462.3X
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466.0
BRU
X467.2
X467.4
W.S. 455.5X
455.6X
X455.6 W.S.
X460.2 W.S.
X460.7 W.S.
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468
X467.7
469.4X
468
X467.4
X467.4
X468.3
X468.6
W.S. 460.8X
X468.8
MAPPED 1960
SPRR
BR
X467.3
X467.0
X467.0
W.S. 461.0
X468.8
468
466.4
X468.9

8319	Benson State Park east of Portland (Toilet Bldg.)	1975

September 16, 1976

American Fidelity Fire Insurance Co.
250 Central Building
810 3rd
Seattle, WA 98104

Gentlemen:

On September 14, 1976, we wrote to you concerning release of final payment on Contract No. 8319 awarded to Marmolejo-Hewson, Inc., for work in Benson State Park in Multnomah County.

Final payment on this contract is $500 and the total contract amount is $42,221.74 including $624.74 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Marmolejo-Hewson, Inc.
Rt. 3, Box 200
Estacada, OR 97023

U. S. National Bank of Oregon
Attn: H. Rex Brittle, Asst. Manager
Gresham Branch
247 E. Powell St.
Gresham, OR 97030

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

8319

August 23, 1976

Marmolejo-Hewson, Inc.
Route 3, Box 200
Estacada, OR 97023

Gentlemen:

We have reviewed your second request for an extension of time on Contract No. 8319 for work on Benson State Park in Multnomah County.

Careful consideration was given to the reason you submitted. In light of the available facts, an extension of nine days is granted because of late delivery of materials needed to finish the project.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

JAB:fr ia

bc H. S. Coulter
C. T. Keasey
E. L. Hardt
Richard Hacek
Robert Church

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 19, 1976

FILE: CON 5 #8319

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Benson State Park
Contract No. 8319
Second Contract Time Extension

This project had a May 31, 1976 specified completion date. Before the contract time expired, the contractor, Marmolejo-Hewson, requested an additional 14 days because of late delivery of some plumbing fixtures. This request was acted upon in early June and the 14 days was approved just as they had requested.

Now we have this second request for another 9 days because of late delivery of some different materials. The Resident Engineer confirms that the toilet partitions did not arrive at the site until June 23 and were installed the same date and this is the completion date of record for the project.

We therefore concur in another 9 day extension to delete all liquidated damages which accrue at $50 per day. The project has some BOR funding which is administered like federal-aid secondary. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

APPROVED
acting DEPUTY STATE HIGHWAY ENGINEER
Date 8-23-76

RECEIVED
STATE HWY ENGR
AUG 20 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8319 Contractor Marmolejo - Hewson, Inc.

Highway .....

Section Benson State Park

Kind of Work Toilet Building

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Recommend 9 days time extension of contract time because of late delivery of materials (toilet partitions which arrived June 23 and were installed that day). This is the second request for time extension. Fourteen days were approved in June, 1976.

Recommended for Approval:

Marion Craft for Regional Engineer

for Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	8319
Project designation	BOR (State-Federal)
Date awarded	Dec. 1, 1975
Work started	Dec. 31, 1975
Per cent completed	100% June 24, 1976 (Date)
~~No. of Workdays~~ Time Allowed	Until May 31, 1976 plus 14 day ext.
No. of Workdays Used	
No. of Added Workdays Requested	9

SP*47865-734

E-330 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 1, 1976, 19....

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 6/15/76 days to 6/24/76 days, within which to complete our Contract No. 8319, without the assessment of liquidated damages. The said contract is described as follows:

Toilet Bldg. at Benson State Park.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Partitions were not installed and work could not be completed until week ending June 23, 1976

Respectfully submitted,

Marmolejo-Hewson, Inc.
Contractor

By [signature]

CONSENT OF SURETY

Date 8-4, 1976

We, AMERICAN FIDELITY FIRE INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
Attorney-in-fact

DENNIS GILBERT ATTORNEY-IN-FACT (SEAL)

Resident Agent

RECEIVED
ARE DE
INSP. AUG 9 1976 IN
C. L. KUIPER
Resident Engineer

FORM E 1 REV 12-66

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: BENSON STATE PARK	WEEK ENDING: July 3, 1976
		SECTION PREFIX: 926-2702
	HIGHWAY:	COUNTY: Multnomah
NAME OF JOB: Benson State Park	KIND OF WORK: Toilet Building	
CONTRACTOR: Marmolejo - Hewson, Inc.	CONTRACT NUMBER: 8319	FEDERAL AID PROJECT NUMBER: BOR
DATE OF CONTRACT: December 1, 1975	DATE WORK STARTED: December 23, 1975	ESTIMATED COMPLETION DATE: June 23, 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $48,475.87	SPECIFIED COMPLETION DATE: June 14, 1976	PERCENT OF TIME ELAPSED: 104.6
EXCLUSIVE OF ENGINEERING: $44,242.17	ENGINEERING AUTHORIZATION $4,233.70	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99.4
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $42,048.30	ENGINEERING COST TO DATE $5,200.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96.9
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 5.0 %	PERCENT OF AUTHORIZATION: 122.8 %	DATE PROJECT WAS COMPLETED: June 23, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear			
MONDAY	"			
TUESDAY	Partly Cldy			
WEDNESDAY	Cloudy-Rain			
THURSDAY	Cloudy			
FRIDAY	Clear			
SATURDAY	Fair			

Rating
Keasey K Richards
Bond Glenn
Jackmond Berg
Harwood
Johnsen
Walker

RECEIVED
JUL 6 1976
CONSTRUCTION SECTION

June 15, 1976

Marmolego-Hewson, Inc.
Route 3, Box 200
Estacada, OR 97023

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8319 for work on Benson State Park in Multnomah County.

Careful consideration was given to the reason you submitted. In light of the available facts, an extension of 14 days is granted because of delay in receiving certain plumbing fixtures and the effect on other sequential work.

Very truly yours,

H. S. Coulter
State Highway Engineer

JAB:fr ia

bc E. S. Hunter
C. T. Keasey
E. L. Hardt
Robert Church
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 10, 1976

FILE: CON 5 #8319

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Benson State Park
Contract No. 8319
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

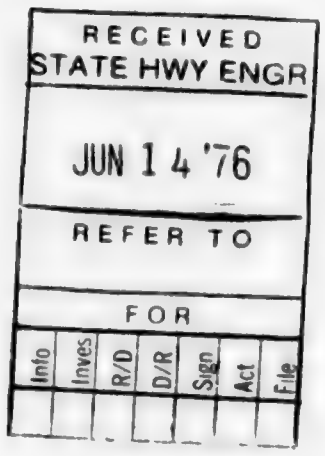
Marmolejo-Hewson, Inc. request a 14-day extension of contract time because of alleged delay in securing certain plumbing fixtures. Some pertinent dates on this project are:

Bids opened	November 20, 1975 (Contract amount equals $41,637)
Contract sent	December 2, 1975
Fixtures ordered (from contractor's request statement)	December 16, 1975
Project work started	December 23, 1975
Fixtures delivered " "	April 29, 1976
Wall tile work began	May 5, (time 87 percent elapsed, project 55 percent complete)
Fixtures installed " "	May 9
Floor tile began	May 12
Floor tile finished	May 13
Specified completion date	May 31 (Project 80+ percent completed) Liquidated damages accrue at $50 per day.

The contractor's request is not very well documented, but our field people have taken it at face value and both the Resident and Region offices recommend that the requested extension be granted. In reviewing the Weekly Reports through the life of the project, I find that the contractor has worked quite steadily. I think we can reasonably conclude that the contractor has made an adequate effort to secure the necessary materials and further that their late availability has tended to delay some sequential work on the project. I would therefore concur in the 14-day extension. Engineering is overrun about $600 now.

This project has BOR funding, but we have been handling those like secondary projects and do not have to have the concurrence of another agency. A rough draft letter to the contractor on the above basis is attached.

JAB:fr
Att.
cc: Robert Church



FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

June 7, 1976

FILE: CON 5

FROM: MARION CRAFT
Region Construction Engineer

TO: C. T. KEASEY
Construction Engineer

SUBJECT: BENSON STATE PARK
Time Extension Request
Multnomah County
Contract No. 8319

Attached is a request for time extension and letters from the contractor and the Resident Engineer. These letters, especially the one from the contractor, explain very well the reason for the overrun and subsequent time extension request. It appears that the contractor made reasonable efforts to get the material ordered, and due to circumstances beyond his control, did not receive all the material as ordered. The installation of some of this material turned out to be critical to the work flow schedule, as described in his letter.

My recommendation is to grant the time extension until June 14, as requested by the contractor.

MC/lms
Attachment
cc: Clair Kuiper

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
JUN 8 1976
CONSTRUCTION SECTION
Richards
Glenn
Berg

FORM E-36

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Oregon City

DATE June 3, 1976

TO MARION CRAFT
Regional Construction Engineer

FROM Clair Kuiper
CLAIR KUIPER
Resident Engineer

SUBJECT Benson State Park
Multnomah County
Contract No. 8319
Extension of Contract Time

Submitted herewith is the Contractor Request for an extension of contract time for the Benson State Park toilet building. The contractor requested this adjustment of contract time due to the delay in delivery of materials. He has been delayed in completion of his work by the late shipment of the rest room urinals. Also, at this time the toilet partitions still have not arrived.

I recommend that the increase in time be granted.

(May 9 is a Sunday. JJB.

Attachment
CLK/raj

E-320 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 12, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from MAY 31-1976 days to June 14-76 days, within which to complete our Contract No. 8319, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

~~AS~~ SEE ATTACHEMENT.

Respectfully submitted,

Marmolejo-Hewson Inc
Contractor

By Edward Marmolejo

CONSENT OF SURETY

Date MAY 24, 1976

We, AMERICAN [illegible] COMPANY

[illegible], as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

DENNIS GILBERT ATTORNEY-IN-FACT
Attorney-in-fact
VERN GILBERT COMPANY
P. O. BOX 130
BEAVERTON, OREGON 97005
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8319 Contractor Marmolejo - Henson, Inc.

Highway ~~Toilet Buildings~~

Section Benson State Park

Kind of Work Toilet Buildings

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 14-day time extension of contract time due to alleged delay in securing certain plumbing fixtures.

Recommended for Approval:

Macon Cagle
Regional Engineer

Construction Engineer or ~~Bridge Engineer~~

Acting Asst State Highway Engineer

SP 67866-731

Contract No. 8319

Project designation BOR (State-Federal)

Date awarded Dec 1, 1975

Work started Dec 23 1975

Per cent completed 90% by May 31, 1976 (Date)

~~No. of Workdays~~ Time Allowed until May 31, 1976

No. of Workdays Used

No. of Added Workdays Requested until June 14, 1976

Building was ready for the installation of urnals that must be installed before the ceramic tile can be installed, windows, doors trim and plumbing fixtures can not be installed untill 2 days after the tile is set. Urnals were ordered 12-16-75 Two urnals were delivered to supplier, one urnal was damaged and had to be reordered on- March 76 APRIL. On the week of the 23rd. Supplier received truck load of fixtures from manufacturer, but the other reordered urnal was not in that truck load. Rear spud urnals were then reordered andpicked up from differedt supplier on 4-29-76 They were installed May 9, 1976.

Sub-contracbors require certain amount of time to install thier product, It is necessary to co-ordinate all subs concerned so as to allow sufficient time for them to perform thier work without over crowding ~~XXXX~~ and to allow thier product time enough to dry,set,or cure before other work can be done. The building was ready for urnal installation for the whole month of April, but doe to the delay of the urnal shipments and the fact that one was damaged our schedule was set back aprox. thirty days, We feel very confident that if we were granted a two week extention we would complete this job with out undu hardship on our part. We are also waiting the arrival of the partitions and the vent grilles for this job.

Thank you.

Very Truly Yours.

Edward Marmolejo.

Edward Marmolejo.

8319

May 21, 1976

U. S. National Bank of Oregon
Gresham Branch
P. O. Box 586
Gresham, OR 97030

Attention: H. Rex Brittle
Assistant Manager

Gentlemen:

This is to acknowledge receipt of your letter of May 18, 1976, with attached correspondence pertaining to the assignment of contract proceeds on the Marmolejo-Hewson, Inc., Contract No. 8319, Benson State Park in Multnomah County.

We also acknowledge receipt of a copy of Mr. Dennis Gilbert's letter of May 12, 1976, Attorney-in-Fact, American Fidelity Fire Insurance Company, to you giving their consent to the assignment of contract proceeds to your bank.

Future payments on this contract will be made payable to Marmolejo-Hewson, Inc., and mailed to your attention, United States National Bank of Oregon, Gresham Branch, 247 E. Powell St., Gresham, OR 97030.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

cc Marmolejo-Hewson, Inc.
Rt. 3, Box 200
Estacada, OR 97023

bc Dick Hacek
Jack Sollis

UNITED STATES NATIONAL BANK OF OREGON

GRESHAM BRANCH
247 EAST POWELL STREET
P. O. BOX 586, GRESHAM, OREGON 97030
HEAD OFFICE — PORTLAND

May 18, 1976

OK
VLG
12-21-76

Department of Transportation
Highway Bldg.
Salem, Oregon 97310

ATTN: C. W. Head
Commission Services

RE: Marmolejo-Hewson Enterprises, Inc.
Benson State Park Project
Contract No. 8319

Dear Mr. Head

Please find the enclosed copies of the correspondence from our Bank to and from Vern Gilbert Company, managing general agent for American Fidelity Fire Insurance Company.

These copies of correspondence should satisfy your requirements stated in your April 21, 1976 letter to us for consent of the surety for our assignment.

Please accept and acknowledge assignments of the contract to our Bank by return mail by signing the enclosed acknowledgements and returning to me as soon as possible.

Yours truly,

H. Rex Brittle
Assistant Manager

HRB/mw

Enclosure

RECEIVED
MAY 20 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

May 12, 1976

U.S. National Bank of Oregon
P.O. Box 486
Gresham, Oregon 97030

Attn: H. Pox Brittle
Assistant Manager

Re: Marmolejo-Hewson Enterprises, Inc.
Hewson State Park Project

Dear Pox:

Based upon your letter of May 7, 1976 consent of the surety, American Fidelity Fire Insurance Company, is hereby granted to the assignment of contract proceeds from the above project to your bank. This letter will serve as advice of consent to the U.S. National Bank and the State of Oregon as well as Marmolejo-Hewson Enterprises, Inc.

Best Regards,

Dennis V. Gilbert
Attorney-in-Fact
American Fidelity Fire Insurance Company
DVG:ch

Vern Gilbert Company MANAGING GENERAL AGENTS

10700 S.W. BEAVERTON HWY. • P.O. BOX 150 • BEAVERTON, ORE. 97005 • PHONE 503 643-6681 • TELEX 36-0903

May 7, 1976

Vern Gilbert Co.
P. O. Box 130
Pendleton, Oregon 97801

ATTN: Dennis V. Gilbert
Real Estate

RE: Mausoleum-Columbarium Interment, Inc.

Dear Dennis:

In reply to your letter of May 5, 1976, this letter is to inform you that the Board of Trustees will require your answer to question #3 on the application form of records in the Union Title Co. of Pendleton contractor.

This is with the condition that the said will have the contract price in the form of a cash deposit in the amount of $ [illegible] for completion of the [illegible] funds will not be subject to set off or counterclaim by any other debt, or obligation of [illegible] to any kind.

Please acknowledge your consent to all above mentioned.

Yours truly,

H. Ray Brittle
Assistant Manager

HRB/ww

May 5, 1976

H. Rex Brittle
Assistant Manager
P.O. Box 586
Gresham, Oregon 97030

Re: Marmolejo-Hewson, Inc.

Dear Rex:

In checking my hole card I find that all I need to give the consent of the surety to assignment of proceeds on the Benson Park job is a letter from you stating that as a condition of the consent of the surety the bank will apply the contract proceeds only to reduction of amounts previously loaned to the contractor on the Benson Park job in particular, and that the funds will not be subject to set-off or applicable to any other debt or obligation of Marmolejo-Hewson, Inc. to the U.S. National Bank of Oregon.

Best Regards,

Dennis V. Gilbert
Bond Manager
DVG:ch

Vern Gilbert Company MANAGING GENERAL AGENTS

10700 S.W. BEAVERTON HWY. • P.O. BOX 130 • BEAVERTON, ORE. 97005 • PHONE 503-643-4811 • TELEX 36-[illegible]

April 22, 1976

American Fidelity Fire Insurance Co.
[illegible] Building - [illegible]
Seattle, Washington 9810[illegible]

RE: Manufacturers, Industrial, Inc.

Gentlemen:

Our above connection has contacted us regarding a line of credit secured against [illegible] Ohio, a [illegible] building in Mercer Island, [illegible] County, State of Oregon.

In contacting the State of Oregon regarding an existing [illegible] they state that it will not be [illegible] [illegible] [illegible]

UNITED STATES NATIONAL BANK OF OREGON

GRESHAM BRANCH
247 EAST POWELL STREET
P. O. BOX 586, GRESHAM, OREGON 97030
HEAD OFFICE — PORTLAND

April 14, 1976

State of Oregon
Transportation Commission
Salem, Oregon

Attn: **Finance Officer**

Dear **Sir,**

RE: Contract No:8319 made be the State of Oregon with Marmolejo-Hewson Enterprises, Inc. for Vault toilet for Benson State Park, Multnomah County, State of Oregon

PLEASE TAKE NOTICE that all dollar amounts payable under the contract described above have been assigned to the undersigned pursuant to the provisions of the Assignment of Claims Act of 1940 as amended (31 U.S.C., 203. 41 U.S.C., 15).

A true copy of the instrument of Assignment is Attached hereto.

Payment of all dollar amounts due or to become due under such contract should be made to the Assignee.

Please keep the original and return one copy to the undersigned with receipt acknowledged thereon.

Sincerely yours,

THE UNITED STATES NATIONAL BANK OF OREGON

By: J. Rex Brittle
J. Rex Brittle, Asst. Manager

1 Incl.
Assignment in dupl.

Receipt is hereby acknowledged of the above notice and of copies of the above mentioned instrument of Assignment. They were received at _____ _____. at _____hours on the ____day of _____, 1976.

RECEIVED
APR 16 1976
HIGHWAY ACCOUNTING

RECEIVED
APR 16 1976
MISSION
RTMENT OF TRANSPORTATION
SERVICES

_____
Finance Officer

ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS: That the undersigned (hereinafter called the assignor), for value received, does hereby sell, assign, transfer and set over unto United States National Bank of Oregon, a national banking association, (hereinafter called the assignee), all moneys due or to become due under a certain contract dated Dec. 1, 1975, between Marmolejo-Hewson Enterprises, Inc. and the United States Government (Contract No. 8319) whereby the undersigned assignor undertakes to supply to the United States Government Vault toilet for Benson State Park at MULTNOMAH CTY, State of ORE ON.

The assignor represents and warrants that there are no defenses, offsets or counterclaims to said contract that will affect said bank's rights as assignee, and that said contract has not been transferred, assigned, or otherwise disposed of and is now owned by the assignor free and clear of all liens and encumbrances of any nature whatsoever.

The assignor hereby nominates, constitutes and appoints said United States National Bank of Oregon as the true and lawful attorney in fact of the assignor, in the assignor's name, place and stead, to receive, receipt and sue for all moneys due upon said contract, to endorse the name of the assignor on all commercial paper given in payment or part payment thereof, and to settle, adjust or compromise any claim thereunder as fully as the assignor could do; and the assignor agrees to deliver to the assignee all sums which may be collected by the assignor thereon.

This assignment is given pursuant to the provisions of the Assignment of Claims Act of 1940, as amended, (31 U. S. C., 203; 41 U. S. C., 15).

IN WITNESS WHEREOF, the undersigned assignor has duly executed these presents this 1st. day of March, 1976.

Marmolejo-Hewson Enterprises, Inc.
Corporate Name -- (If executed by a corporation)

Attest:

Charles Marmolejo (Seal)
Secretary

By Edward Marmolejo

By Roy Hewson
Officer; Partner; Owner.

STATE OF OREGON)
COUNTY OF Multnomah) ss.

On this 1st day of March, 1976, before me, a notary public in and for said county and state, appeared Edward Marmolejo, Roy Hewson and Charles Marmolejo who, being duly sworn, did say that

*they are respectively the President and V. President and Secretary of the within named corporation; that the seal affixed to said instrument is the corporate seal of said corporation; and acknowledged to me that they signed and sealed said instrument by authority of the board of directors of said corporation, in its behalf and as its free act and deed;

*they are all of the general partners of the within named partnership, and acknowledged to me that they are each authorized to execute for the partnership the within assignment, and that each has so executed voluntarily in behalf of said partnership;

*he executed the within instrument, and acknowledged to me that he executed the same freely and voluntarily.

WITNESS my signature and notarial seal hereto affixed the date first above written.

*Strike out inapplicable paragraphs.

Notary Public for Oregon
My commission expires: 6-3-76

63-659 2/65 HEAD OFFICE PORTLAND

-8319

May 4, 1976

United States National Bank
of Oregon
Gresham Branch
P. O. Box 586
Gresham, OR 97030

Attention: M. Rex Brittle
Assistant Manager

Gentlemen:

Mrs. Marmolejo delivered to us last Friday your letter of April 29 concerning the Marmolejo-Hewson, Inc., Contract No. 8319, Benson State Park in Multnomah County.

Our Highway Finance Office mailed to the contractors Estimate No. 3 in the amount of $13,021.83 on April 30. This payment covered the period from March 5 to April 5, 1976.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

bc Dick Hacek

UNITED STATES NATIONAL BANK OF OREGON

GRESHAM BRANCH
247 EAST POWELL STREET
P. O. BOX 586, GRESHAM, OREGON 97030
HEAD OFFICE — PORTLAND

665-1171

April 29, 1976

State of Oregon
Highway Division
Highway Building
Salem, Oregon 97310

ATTN: Cecil Head

Dear Mr. Head:

This letter is to confirm our consent for the release and disbursement of approximately $13,000.00 due on contract number 8319, toilet building in Benson State Park in Multnomah County, to the contractor Marmolejo-Hewson, Enterprises Inc.

Please accept this letter as our consent to release these funds to Marmolejo-Hewson, Enterprises Inc.

We are in the process of obtaining a release from the Bonding Company, American Fidelity Fire Insurance Company so that you may forward all future funds to our Bank.

We appreciate your cooperation in this matter.

Yours truly,

H. Rex Brittle
Assistant Manager

HRB/mw

RECEIVED
APR 30 1976
COMMISSION
DEPARTMENT OF TRANSPORTATION
SERVICES

Dick H. said Jonico P. mailed check, 4/30/76 to the contractors. ($13,021.83 — 3/5 to 4/5) Estimate #3

Gave copy to Frank Griffin 4/30/76 — 1:20 p.m. Letter del. in person by C.H. Mrs. Marmolejo

8319

April 21, 1976

U. S. National Bank of Oregon
Gresham Branch
P. O. Box 586
Gresham, OR 97030

Attention: H. Rex Brittle
Asst. Manager

Gentlemen:

This is to acknowledge receipt of your letter of April 14, 1976, with attached Assignment of Marmolejo-Hewson, Enterprises, Inc., concerning Contract No. 8319, toilet building in Benson State Park in Multnomah County.

The Assignment states that all monies due or to become due under this contract should be mailed to the United States National Bank of Oregon, Gresham Branch in Gresham.

We will need the consent of the contractor's surety before we can comply with this Assignment. The surety which furnished the payment and performance bond is the American Fidelity Fire Insurance Company, 250 Central Building, 810 3rd St., Seattle, Washington 98104.

We will hold future payments on this contract until we hear from you and the surety concerning this Assignment.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

bc Jack Sollis
Dick Hacek

RECEIVED
APR 16 1976
LEGAL

UNITED STATES NATIONAL BANK OF OREGON

REFERRED 4/16/76
TO Jack
FOR
WALT BARRIE

GRESHAM BRANCH
247 EAST POWELL STREET
P.O. BOX 586, GRESHAM, OREGON 97030
HEAD OFFICE — PORTLAND

RECEIVED
APR 19 1976
LEGAL

April 14, 1976

NOTED
L. SOLL

State of Oregon
Transportation Commission
Salem, Oregon

Attn: Walt Baine, Chief Counsel

Dear Mr. Baine,

RE: Contract No:8319 made be the State of Oregon with Marmolejo-Hewson Enterprises, Inc. for Vault toilet for Benson State Park, Multnomah County, State of Oregnn

PLEASE TAKE NOTICE that all dollar amounts payable under the contract described above have been assigned to the undersigned pursuant to the provisions of the Assignment of Claims Act of 1940 as amended (31 U.S.C., 203: 41 U.S.C., 15).

A true copy of the instrument of Assignment is Attached hereto.

Payment of all dollar amounts due or to become due under such contract should be made to the Assignee.

Please keep the original and return one copy to the undersigned with receipt acknowledged thereon.

Sincerely yours,

THE UNITED STATES NATIONAL BANK OF OREGON

1 Incl:
Assignment in dupl.

By: H. Rex Brittle
H. Rex Brittle, Asst. Manager

Receipt is hereby acknowledged of the above notice and of copies of the above mentioned instrument of Assignment. They were received at _____. at _____ hours on the 16th day of April, 1976.

Walter L. Barrie
Chief Counsel

ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS: That the undersigned (hereinafter called the assignor), for value received, does hereby sell, assign, transfer and set over unto United States National Bank of Oregon, a national banking association, (hereinafter called the assignee), all moneys due or to become due under a certain contract dated Dec. 1, 1975, between Marmolejo-Hewson Enterprises, Inc. and the United States Government (Contract No. 8319) whereby the undersigned assignor undertakes to supply to the United States Government Vault toilet for Benson State Park at MULTNOMAH CTY, State of ORE ON.

The assignor represents and warrants that there are no defenses, offsets or counterclaims to said contract that will affect said bank's rights as assignee, and that said contract has not been transferred, assigned, or otherwise disposed of and is now owned by the assignor free and clear of all liens and encumbrances of any nature whatsoever.

The assignor hereby nominates, constitutes and appoints said United States National Bank of Oregon as true and lawful attorney in fact of the assignor, in the assignor's name, place and stead, to receive, receipt and sue for all moneys due upon said contract, to endorse the name of the assignor on all commercial paper given in payment or part payment thereof, and to settle, adjust or compromise any claim thereunder as fully as the assignor could do; and the assignor agrees to deliver to the assignee all sums which may be collected by the assignor thereon.

This assignment is given pursuant to the provisions of the Assignment of Claims Act of 1940, as amended, (31 U. S. C., 203; 41 U. S. C., 15).

IN WITNESS WHEREOF, the undersigned assignor has duly executed these presents this 1st. day of March, 1976.

Attest:

Charles X Charles Marmolejo.
Secretary
(If executed by a corporation).

(Seal)

Marmolejo-Hewson Enterprises, Inc.
Corporate Name -- (If executed by a corporation)

Ed
By X Edward Marmolejo

By Roy X Roy Hewson
Officer; Partner; Owner.

STATE OF OREGON)
COUNTY OF Multnomah) ss.

On this 1st day of March, 1976, before me, a notary public in and for said county and state, appeared Edward Marmolejo, Roy Hewson and Charles Marmolejo who, being duly sworn, did say that

*they are respectively the President and V. President and Secretary of the within named corporation; that the seal affixed to said instrument is the corporate seal of said corporation; and acknowledged to me that they signed and sealed said instrument by authority of the board of directors of said corporation, in its behalf and as its free act and deed;

*they are all of the general partners of the within named partnership, and acknowledged to me that they and each authorized to execute for the partnership the within assignment, and that each has so executed voluntarily on behalf of said partnership;

*executed the within instrument, and acknowledged to me that he executed the same freely and voluntarily.

WITNESS my signature and notarial seal hereto affixed the date first above written.

*Strike out inapplicable paragraphs.

Rex Little
Notary Public for Oregon
My commission expires: 5-3-76

64-650 7/65 HEAD OFFICE PORTLAND

8314

STATE OF OREGON

INTEROFFICE MEMO

TO: C. W. Head, Supervisor
Commission and Staff Services

DATE: February 4, 1976

FROM: Gary A. Scott
State Recreation Director

SUBJECT: Project Agreement
Benson State Park Restroom Development
Multnomah County OP 1046
BOR 41-00757

Attached is a copy of an agreement from the Bureau of Outdoor Recreation for the above-named park project. The agreement is between the State of Oregon through the Oregon State Highway Division and the Federal Bureau of Outdoor Recreation of the U.S. Department of the Interior.

This should bring your records up to date.

GAS: jba
Attachment

cc: Jim Cavanaugh
Larry Jacobson

81-125-1307

Exhibit A

UNITED STATES DEPARTMENT OF THE INTERIOR
Bureau of Outdoor Recreation
Land and Water Conservation Fund Project Agreement

State	Oregon	(Multnomah County)	Project Number 41-00757	O.P. 1046

Project Title Benson State Park Restroom Development

Project Period 12-1-75 to 12/31/77

Project Scope (Description of Project)

To improve an existing 91-acre State Park by replacing a dilapidated restroom facility with a new one, and constructing walkways, drinking fountain, and a footbridge.

The State of Oregon certifies that to the best of its knowledge, all legal and administrative requirements of the U. S. Government which pertain to this project have been met, and that the project does not affect any locations listed on the National Register of Historic Places. All documentation required by the Bureau is on file in the State Parks office at Salem.

Project Stage Covered by this Agreement

Not Applicable

Project Cost

Total Cost	$ 75,000
Fund Support	50 %
Fund Amount	$ 37,500
Cost of this Stage	$ 75,000
Assistance this Stage	$ 37,500

The following attachments are hereby incorporated into this agreement:

1. General Provisions (December, 1965)
2. Project Proposal
3. _____
4. _____

BOR 8-92
(Rev. April 1974)

LAND AND WATER CONSERVATION FUND PROJECT AGREEMENT

General Provisions

A. Definitions

1. The term "BOR" as used herein means the Bureau of Outdoor Recreation, United States Department of the Interior.

2. The term "Director" as used herein means the Director of the Bureau of Outdoor Recreation, or any representative lawfully delegated the authority to act for such Director.

3. The term "Manual" as used herein means the Bureau of Outdoor Recreation Manual.

4. The term "project" as used herein means that project or project stage which is the subject of this agreement.

5. The term "State" as used herein means the State which is a party to this agreement, and, where applicable, the political subdivision or public agency to which funds are to be transferred pursuant to this agreement. Wherever a term, condition, obligation, or requirement refers to the State, such term, condition, obligation, or requirement shall also apply to the recipient political subdivision or public agency, except where it is clear from the nature of the term, condition, obligation, or requirement that it is to apply solely to the State.

B. Project Execution

1. The State shall execute and complete the approved project in accordance with the time schedule set forth in the project proposal. Failure to render satisfactory progress or to complete this or any other project which is the subject of Federal assistance under this program to the satisfaction of the Director may be cause for the suspension of all obligations of the United States under this agreement.

2. Construction contracted for by the State shall meet the following requirements:

(a) Contracts for construction in excess of $10,000 shall be awarded through a process of competitive bidding. Copies of all bids and a copy of the contract shall be retained for inspection by the Director.

(b) The State shall inform all bidders on contracts for construction in excess of $10,000 that Federal funds are being used to assist in construction.

(c) Written change orders to contracts for construction in excess of $10,000 shall be issued for all necessary changes in the facility. Such orders shall be made a part of the project file and shall be kept available for audit.

(d) The State shall comply with the regulations of the Secretary of Labor contained in 29 CFR 3 (1964), made pursuant to 40 U.S.C. Sec. 276(c) (1964), which require from each contractor or subcontractor a weekly wage payment statement. Such regulations are hereby incorporated into this agreement by reference.

(e) The State shall incorporate, or cause to be incorporated, into all construction contracts the following provisions:

"During the performance of this contract, the contractor agrees as follows:

"(1) The contractor will not discriminate against any employee or applicant for employment because of race, creed, color, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, creed, color, or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.

"(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, creed, color, or national origin.

"(3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the agency contracting officer, advising the labor union or workers' representative of the contractor's commitments under Section 202 of Executive Order No. 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

"(4) The contractor will comply with all provisions of Executive Order No. 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

"(5) The contractor will furnish all information and reports required by Executive Order No. 11246 of September 24, 1966, and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

"(6) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations, or orders, this contract may be canceled, terminated, or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts in accordance with procedures authorized in Executive Order No. 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order No. 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

"(7) The contractor will include the provisions of Paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order No. 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the contracting agency may direct as a means of enforcing such provisions, including sanctions for noncompliance: Provided, however, that in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the contracting agency, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

(f) The State shall (1) comply with the above provisions in construction work carried out by itself, (2) assist and cooperate actively with the BOR and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the above contract provisions and with the rules, regulations, and relevant orders of the Secretary of Labor, (3) obtain and furnish to the BOR and to the Secretary of Labor such information as they may require for the supervision of such compliance, (4) enforce the obligation of contractors and subcontractors under such provisions, rules, regulations, and orders, (5) carry out sanctions and penalties for violation of such obligations imposed upon contractors and subcontractors by the Secretary of Labor or the BOR pursuant to Part II, Subpart D, of Executive Order No. 11246 of September 24, 1965, and (6) refrain from entering into any contract with a contractor debarred from Government contracts under Part II, Subpart D, of Executive Order No. 11246 of September 24, 1965.

3. The State shall secure completion of the work in accordance with the approved construction plans and specifications, and shall secure compliance with all applicable Federal, State, and local laws and regulations.

4. The State shall permit periodic site visits by the Director to insure work progress in accordance with the approved project, including a final inspection upon project completion.

5. In the event funds should not be available for future stages of the project, the State shall bring the project to a point of usefulness agreed upon by the State and the Director.

6. All significant deviations from the project proposal shall be submitted to the Director for prior approval.

7. Development plans and specifications shall be available for review by the Director upon request.

8. The acquisition cost of real property shall be based upon the appraisal of a competent appraiser. The reports of such appraisers shall be available for inspection by the Director.

9. If any tract or parcel of, or interest in, real property subject to being purchased under the provisions of this agreement, but not identified herein, is found by the Director for any reason not to be suitable for Federal assistance, all obligations of the United States hereunder shall cease as to such parcel, tract or interest.

C. Project Costs

Project costs eligible for assistance shall be determined upon the basis of the criteria set forth in the Manual.

D. Project Administration

1. The State shall promptly submit such reports as the Director may request.

2. Property and facilities acquired or developed pursuant to this agreement shall be available for inspection by the Director upon request.

3. The State shall use any funds received by way of advance payment from the United States under the terms of this agreement solely for the project or project stage herein described.

4. Interest earned on funds granted pursuant to this agreement shall not be available for expenditure by the State, but shall be disposed of according to instructions issued by the Director.

5. Because one of the basic objectives of the Land and Water Conservation Fund Act is to enhance and increase the Nation's outdoor recreation resources, it is the intent of the parties hereto that recipients of assistance will use moneys granted hereunder for the purposes of this program, and that assistance granted from the Fund will result in a net increase, commensurate at least with the Federal cost-share, in a participant's outdoor recreation. It is intended by both parties hereto that assistance from the Fund will be added to, rather than replace or be substituted for, State and local outdoor recreation funds.

E. Project Termination

1. The State may unilaterally rescind this agreement at any time prior to the commencement of the project. After project commencement, this agreement may be rescinded, modified, or amended only by mutual agreement. A project shall be deemed commenced when the State makes any expenditure or incurs any obligation with respect to the project.

2. Failure by the State to comply with the terms of this agreement or any similar agreement may be cause for the suspension of all obligations of the United States hereunder.

3. Failure by the State to comply with the terms of this agreement shall not be cause for the suspension of all obligations of the United States hereunder if, in the judgment of the Director, such failure was due to no fault of the State. In such case, any amount required to settle at minimum costs any irrevocable obligations properly incurred shall be eligible for assistance under this agreement.

4. Because the benefit to be derived by the United States from the full compliance by the State with the terms of this agreement is the preservation, protection, and the net increase in the quantity and quality of public outdoor recreation facilities and resources which are available to the people of the State and of the United States, and because such benefit exceeds to an immeasurable and unascertainable extent the amount of money furnished by the United States by way of assistance under the terms of this agreement, the State agrees that payment by the State to the United States of an amount equal to the amount of assistance extended under this agreement by the United States would be inadequate compensation to the United States for any breach by the State of this agreement. The State further agrees, therefore, that the appropriate remedy in the event of a breach by the State of this agreement shall be the specific performance of this agreement.

F. Conflict of Interests

1. No official or employee of the State who is authorized in his official capacity to negotiate, make, accept, or approve, or to take part in such decisions regarding a contract or subcontract in connection with this project shall have any financial or other personal interest in any such contract or subcontract.

2. No person performing services for the State in connection with this project shall have a financial or other personal interest other than his employment or retention by the State, in any contract or subcontract in connection with this project. No officer or employee of such person retained by the State shall have any financial or other personal interest in any real property acquired for this project unless such interest is openly disclosed upon the public records of the State, and such officer, employee or person has not participated in the acquisition for or on behalf of the State.

3. No member of or delegate to Congress shall be admitted to any share or part of this agreement, or to any benefit to arise hereupon, unless such benefit shall be in the form of an agreement made with a corporation for its general benefit.

4. The State shall be responsible for enforcing the above conflict of interest provisions.

G. Hatch Act

No officer or employee of the State whose principal employment is in connection with any activity which is financed in whole or in part pursuant to this agreement shall take part in any of the political activity proscribed in the Hatch Political Activity Act, 5 U.S.C. Sec. 118k (1964), with the exceptions therein enumerated.

H. Financial Records

1. The State shall maintain satisfactory financial accounts, documents, and records, and shall make them available to the BOR, the Department of the Interior, and to the General Accounting Office for auditing at reasonable times. Such accounts, documents, and records shall be retained by the State for three years following project termination.

2. The State may use any generally accepted accounting system, provided such system meets the minimum requirements set forth in the Manual.

I. Use of Facilities

1. The State shall not at any time convert any property acquired or developed pursuant to this agreement to other than the public outdoor recreation uses specified in the project proposal attached hereto without the prior approval of the Director.

2. The State shall operate and maintain, or cause to be operated and maintained, the property or facilities acquired or developed pursuant to this agreement in the manner and according to the standards set forth in the Manual.

J. Nondiscrimination

1. The State shall not discriminate against any person on the basis of race, color, or national origin in the use of any property or facility acquired or developed pursuant to this agreement.

2. The State shall comply with the terms and intent of Title VI of the Civil Rights Act of 1964, 78 Stat. 241 (1964), and with the regulations promulgated pursuant to such Act by the Secretary of the Interior and contained in 43 CFR 17 (1964).

3. The State shall not discriminate against any person on the basis of residence, except to the extent that reasonable differences in admission or other fees may be maintained on the basis of residence.

K. Compliance

The State shall be responsible for compliance with the terms of this agreement by any political subdivision or public agency to which funds are transferred pursuant to this agreement. Failure by such political subdivision or public agency to so comply shall be deemed a failure by the State to comply with the terms of this agreement.

L. Manual

The State shall comply with the policies and procedures set forth in the Bureau of Outdoor Recreation Manual. Said Manual is hereby incorporated into and made a part of this agreement.

The United States of America, represented by the Director, Bureau of Outdoor Recreation, United States Department of the Interior, and the State named above (hereinafter referred to as the State), mutually agree to perform this agreement in accordance with the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964), and with the terms, promises, conditions, plans, specifications, estimates, procedures, project proposals, maps, and assurances attached hereto and hereby made a part hereof.

The United States hereby promises, in consideration of the promises made by the State herein, to obligate to the State the amount of money referred to above, and to tender to the State that portion of the obligation which is required to pay the United States' share of the costs of the above project stage, based upon the above percentage of assistance. The State hereby promises, in consideration of the promises made by the United States herein, to execute the project described above in accordance with the terms of this agreement.

The following special project terms and conditions were added to this agreement before it was signed by the parties hereto: That this agreement is in accord with the approved application for federal assistance which is hereby incorporated by reference.

This agreement is not subject to the provisions of Section B.2(d) of the attached General Provisions, dated December, 1965.

Dates of acquisitions were 7-26-39 and 5-20-58.

In witness whereof, the parties hereto have executed this agreement as of the date entered below.

THE UNITED STATES OF AMERICA

By E. E. Allen
(Signature)

Acting Reg Dir
(Title)

Bureau of Outdoor Recreation
United States Department of
the Interior

Date 1-21-76

STATE

Oregon
(State)

By Gary A. Scott
(Signature)

Gary A. Scott
(Name)

State Recreation Director
(Title)

INT:1885-74

8314

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 14, 1975

TO

Executive Department
Federal Aid Coordination Unit

Columbia Region Ass'n.
of Governments
527 SW Hall Street
University Center Bldg.
Portland, Oregon 97201

FROM

George N. Hopkins
Project Development Engineer

SUBJECT

Notice of Intent for BOR Funds
State Admin. Dist. No. 2
Benson State Park Rest Room
City of Troutdale
Multnomah County

In accordance with the requirements of Circular No. A-95 of the Bureau of the Budget of the U.S. Government, attached are Notices of Intent for the subject project for your review and comment.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be November 10, 1975. If additional information is desired, please contact Ed Marges, phone 6597.

Attachments
BLG:md

cc: F. B. Klaboe
D. G. Talbot
J. H. Versteeg
R. E. Royer
J. B. Boyd
G. N. Hopkins, Co.-City
R. E. Etherington, CRAG
Gary Potter
B. L. Gifford
D. E. Swan
E. L. Hardt, Reg. Engr.
W. W. Geibel, Dist. Engr. 2a
Aeronautics Div.

Form 81-734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 [12] APPLICANT: Oregon State Highway Division [45] | [46] DIVISION: Parks & Recreation [79]

03 [12] APPLICANT ADDRESS STREET: 305 State Highway Building [45] | [46] CITY: Salem [60] | [76] ZIP: 97310 [80]

04 [12] CONTACT PERSON: Ed Marges [45] | [46] AREA CODE: 503 [48] | [49] PHONE: 378 [55] | [56] EXTENSION: 6597 [59]

01 [12] PROJECT TITLE: Benson State Park Rest Room O.P. 1046 [71]

11 [12] PROJECT LOCATION—CITY: Troutdale | PROJECT LOCATION—COUNTY: Multnomah | PROJECT LOCATION [79] SEC: 12 T: 1N R: 5E

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 [12] This proposed project will replace an aging deteriorated rest room with a new one. Also the project will construct a footbridge & drinking fountain. [71]

07 [12] [71]

08 [12] [71]

09 [12] [71]

10 [12] This is a State Parks Project [71]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
[12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
$37,500		$37,500			$75,000

13 [12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45] | [46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79]

14 [12] FEDERAL PROGRAM TITLE: Land & Water Conservation Fund [71]

15 [12] FEDERAL AGENCY NAME: Department of Interior [45] | [46] FEDERAL SUB-AGENCY NAME: Bureau of Outdoor Recreation [79]

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [X] 29 No [ ] 30 Date: October 14, 1975

(D) REVIEW REQUIRED by A-95 Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT Yes [X] 33 No [ ] 34

(F) HOUSING RELOCATION REQUIRED Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: November | 43] DAY [44: 10 | 45] YEAR [46: 1975

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☒

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) P.L.88-578 78 STAT 897

V. Has funding agency been notified? No ☒ Yes ☐ Date:

VI. If project includes state funds (12C), identify agency State Parks

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☒ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$ 37,500	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	% 50	$ 37,500	% 50	$ 37,500	% 100	$ 75,000
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☒ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☒

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

BENSON ST. PARK
TOP. 1046

WASHINGTON

WASHOUGAL
CLARK
SKAMANIA
COLUMBIA RIVER
Four Corners
Mt. Norway
Nichols Hill
Washougal
Prune Hill
Riverview
St. Cloud
Arthur Lake
Archer Mtn.
Washougal
Skamania
St. Peters Dome
Mt. Pleasant
Pt. Vancouver
Reed Island
Sand Island
Angels Rest
Devils Rest
Multnomah Falls
MT. HOOD
Bridal Veil
Bridal Veil Falls
Larch Mtn.
Sherrard Point
Latourell
Tunnel
Corbett
Union Chamberlain Hill
Cemetery Hill
Ross Mtn.
Howard
Can
Gordon
Thompson
Buck
Car
Trout
Indian John Hills
Lookout Point
Bull Run Res No. 1
Bull Run Res No. 2
Walker
Walker Prairie
Peak
Camp
Creek
SPRINGDALE
PLEASANT HOME
Johnson
Oneil
BASE
WILLAMETTE
COUNTY
CLACKAMAS
T1N
T1S
R4E
R5E
R6E

VANCOUVER
CLARK
Vancouver Jct.
Hazel Dell
Hidden
Walnut Grove
Orchards
Sifton
Procbstel
Green Mtn.
Little Mosier Cr.
Fern Prairie
Brunner Hill
Orden Mdws
Burton Homes
McLoughlin Heights
MILL PLAIN
GRASS VALLEY
Evergreen
Lackamas Lake
Dead Lake
Round Lake
CAMAS
Ellsworth
Fisher
SPOKANE PORTLAND AND SEATTLE
RIVER
North Portland
Harbor Island
Harbor Yard
St. Johns
East St. Johns
Fabons
Kenton
Kenton Yard
Piedmont
Albina
Albina Yard
Lake Yard
Alameda
Irvington
Hollywood
Parkrose
UNION PACIFIC
FAIRVIEW
WOOD VILLAGE
TROUTDALE
Twelvemile Corner
Base Line
LINE
Rockwood
BASE
PORTLAND
Montavilla
Russellville
Willamette Heights
Kings Heights
Portland Heights
East Portland
Mt. Tabor
WILLAMETTE
MERIDIAN
Government Island
Lady Island
McGuire
Salmon
Arata
Blue Lake
Fairview Lake
Government Island Airport
Game Jewell Lake Management Area
R1E
R2E
R3E
R4E

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Department of Transportation

Title of Record Series: Construction contracts

Arrangement of Records: Sequential numbers

Index:

INDEXING: Begins with #8308 cont. Ends with: #8319

FLASH CARDS:

Remarks:

Reel No. 183 Reduction Ration 21X Project No.

Camera: Name Bell & Howell Model Filemaster Film 16mm

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 7th day of March 19 86 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Lia Mabry